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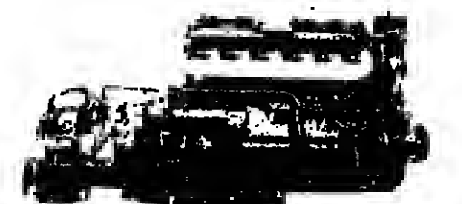
Continued from Page 19

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## PUBLIC NOTICE

## YORKSHIRE WATER AUTHORITY SALMON AND FRESHWATER FISHERIES ACT 1978 FISHING LICENCE DUTIES

NOTICE is given that it is the intention of the Yorkshire Water Authority to fix the following fishing licence duties for the period from 1 April 1978 to 31 March 1980 (both dates inclusive) instead of the existing duties:

1. Red Licence to fish by rod and line for freshwater fish, non-migratory trout and sea trout throughout the Authority's area; and also for salmon and migratory trout throughout the area except in the EA and its tributaries and its streams to the north of the EA.

2. Special Rod Licence to fish by rod and line for salmon, migratory trout, freshwater fish, non-migratory trout and sea trout throughout the Authority's area.

Standard State retirement pensioners and registered disabled persons

Season £1.50 25p  
Seven days 27.50 25p  
One day 2.50 25p

No fee will be charged to children under 14 years of age for fishing with a single rod and line.

Persons, disabled persons and children receiving the concessions may be asked for evidence that they qualify.

The holder of this licence is entitled to fish in the EA and its tributaries, and in streams to the north of the EA, for freshwater fish, non-migratory trout and sea trout.

NOTICE is also given that it is the intention of the Authority to fix the following fishing licence duties for the year commencing 1 January 1979 instead of the existing duties:

1. Salmon net licence to fish for salmon and migratory trout in the sea within the Authority's area except:

(a) south of a line drawn from the lighthouse at Spurn Head, to the River Humber Island of a line drawn from Spurn Head to Humber Dock, to any other wharf and in any other stream, watercourse, channel or creek.

Season £100 per net  
Season £10 per net

Winter licence to fish by net throughout the Authority's area.

Winter licence to fish by net may be made by any interested person on or before 14 August 1978, addressed to the Secretary, Ministry of Agriculture, Fisheries and Food, Fisheries Department, Room 246, Great Westminster House, Horseley Road, London SW1. It is requested that a copy be sent to the undersigned.

W. S. BAKERLY Regional Secretary

West Riding House, 87 Albion Street, Leeds LS1 8AA West Yorkshire

Official Notice PROPOSAL TO CHANGE A SHIP'S NAME

We K. & C. B. Williams of 6 Kingsdale Drive, Hart Village, Cleveland, joint owners of the fishing boat "0000" (PE1000) of 26 tons, official number 182777 of gross tonnage 28.82 tons, of registered tonnage 11.02 tons, propose to change her name to "OUR TRADER". Any objections must be sent to The Registrar General of Shipping and Tonnage, Lighthouse Road, Cardiff CF9 2YB, within seven days of the appearance of this advertisement. Signed K. & C. B. Williams. Date 7th July 1978.

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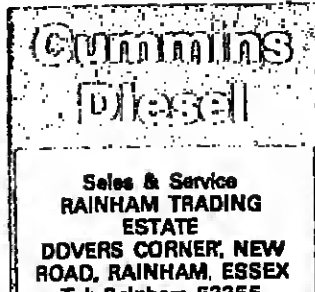
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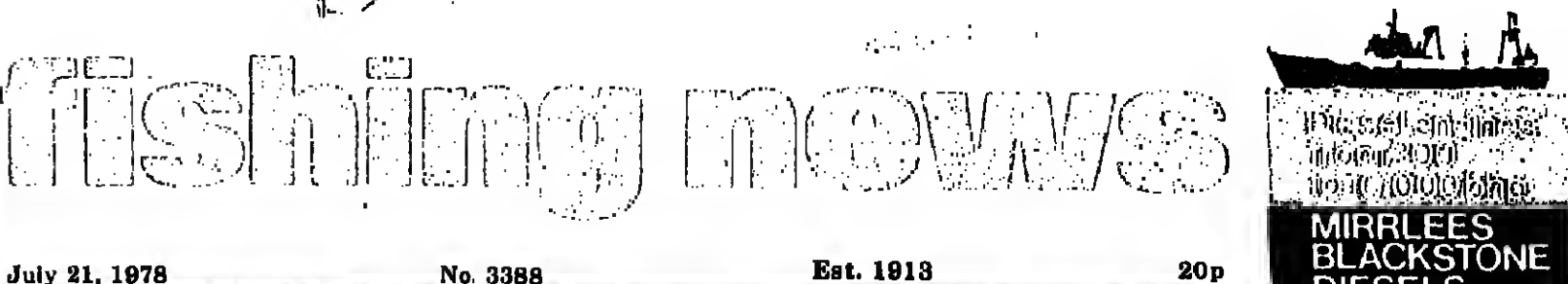
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## Fishermen hit out at plans to lift quotas

A 'FREE-FOR-ALL' on mackerel being considered by the Ministry of Agriculture and Fisheries has met with some stiff opposition from fishermen. With ICES scientists reporting that stocks are in good shape, Ministry officials are understood to have been toying with the idea of abandoning the quota system brought in last year.

This attitude may have changed following an informal meeting in London on Monday with representatives of the Cornish Fish Producers' Organisation and the Fish Producers' Organisation, which covers vessels from the English east coast.

"These bodies made it clear that quotas are essential to the fishery and it is now likely that a new licensing system will be brought in with daily quotas operating off Scotland and weekly quotas in the south-west of England."

At a recent meeting with the Department of Fisheries in Edinburgh, the Scottish Fishermen's Organisation said that they did not want the Government to impose mackerel quotas, because this would involve problems with policing. SFO representatives gave an undertaking to run their own quota system, landing only for human consumption.

"The scientists have got it all wrong", a Cornish spokesman told *Fishing News*. "They don't know mackerel like we do from working on the deck of a boat. Local fishermen can tell them that mackerel are just not there in the quantities the scientists would have us believe."

The fears of fishermen are not only related to the stocks. "It's a crazy way to treat the market, pointed out the spokesman. 'It will just become a buyers' market; prices would become depressed and fish meal factories will fill up with mackerel for fish meal.'"

Suddenly the Ministry

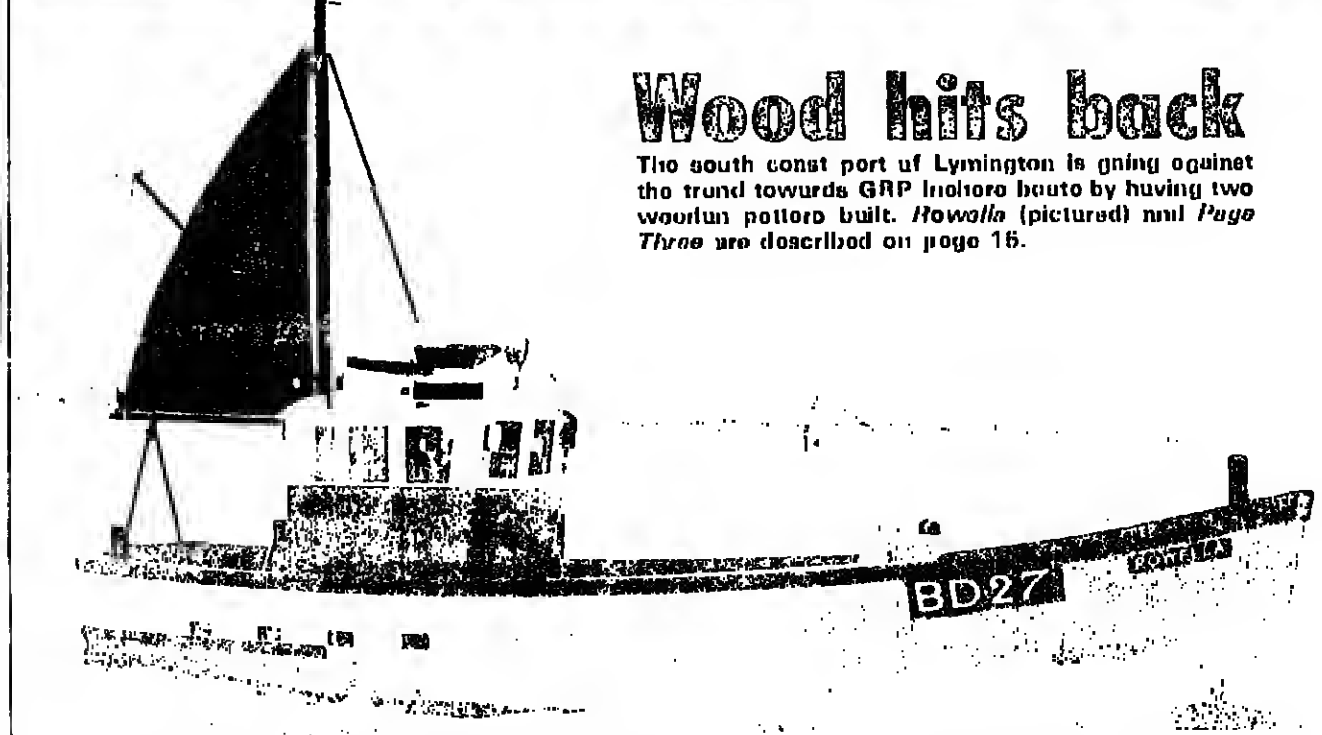
seems to have gone soft on mackerel conservation, went on the spokesman. "But they must consider the social consequences on Cornwall if a quota-free fleet was unleashed on the stocks. With the latest Government conservation measures, everybody is retreating on to the mackerel. Cornish hand-line fishermen can only retreat to the dolt queue."

On Monday night the Buckle boat *Karen* was laying at anchor 70 miles ESE of

Aberdeen when she was involved in a collision with the Aberdeen-based steel seinnetter *Renown* (KY 267).

*Karen* was holed on her port side and sank within four minutes. Skipper Knud Thomsen and his crew of three, all from Buckle, took to the water.

Turn to page 17



## Wood hits back

The south coast port of Lymington is going against the trend towards GRP motor boats by having two wooden potters built. *Howalla* (pictured) and *Pogo* Three are described on page 16.

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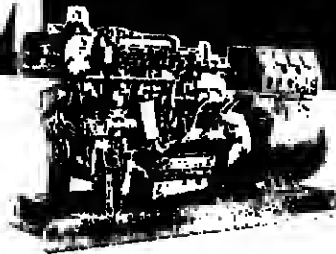
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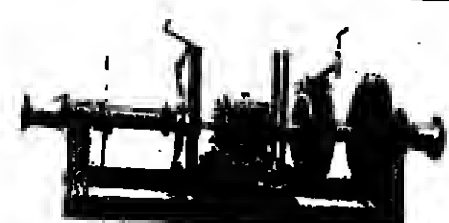


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# Royal bid for cod at Hull

PRINCE CHARLES was among the buyers of a £29,426 distant water catch marketed at Hull on Tuesday.

Hamling's *St. Gerontius*, back from a 23-day White Sea/Bear Island trip under the command of Skipper J. C. Gipson, was the only British fish trawler for the early morning auction and the Prince bought the first of 1,088 kits on offer for £44.

The Royal purchase—a kit of cod—was later filled and sent to the Newland Homes of the Sellora Children's Society, and the money went to the RNLI.

The Prince had arrived at Hull by train just after 7 a.m. and his four-hour stay in the port enabled him to mix with people in all walks of life and gain an insight into economic problems affecting their livelihoods.

Before going by helicopter to Grimsby to continue his one-day tour of the Grimsby fishing industry, he had breakfast at the Hull trawler owners' dockside club, went over Mr. J. 1815-ton freezer trawler *Junelid*, and also inspected the WFA's flume tank in Manchester Street.

Later he met civic representatives and looked around the Dock Museum.

At Grimsby there was an unfortunate start to the day when some workers arrived on the fish docks, near the royal route, to find the police enforcing a parking ban five hours before Prince Charles was due.

During the morning squads of workers, including a gang of "gardeners" removing weeds, tidied up the Doughty Jetty area where most of the Grimsby visit was to be spent. As a result the area lost a lot of its usual atmosphere, although a few flags added some welcome colour.

The Grimsby Weasax helicopter of the Queen's Flight, which ferried the Prince across the Humber, arrived at the Grimsby College of Technology hangar on time, shortly before midday.

After the now customary chat with some of the crowd the Prince, looking bronzed and relaxed, entered the college for a buffet luncheon, before being driven to central Grimsby to the fish docks.

He was greeted and escorted on the docks by Fred Parkes, chairman of the Grimsby's Fishing Vessel



# ... 'look-in' for all at Grimsby

GRIMSBY fish docks are holding its annual open day on Saturday, August 6, when there is a warm welcome to everyone interested in seeing how a major fishing port operates.

Traditionally very much a family outing, it could be just about the final opportunity to go aboard and view at close quarters one of the port's giant deep water trawlers as they are rapidly becoming obsolete through lack of fishing grounds.

Entrance to the fish docks is by programme only and, at

25p on the day (children 10p) for the afternoon, it looks like an event which should once again attract visitors from far and wide.

## Parking

For those travelling by car parking facilities are free from 12 noon onwards, whilst two bus services will operate hourly to Grimsby and Cleethorpes from the docks.

Grimsby's open day is being supported by nearly all the major interests on the fish docks and will be officially opened at 2.00 am by Admiral Sir Charles Madden, Bt, GCB, DCL, who is chairman of the Royal National Miesion to Deep Sea Fishermen which benefits from the funds raised.

Apart from the trawlers and fishing vessels, other attractions include HMS

Brereton, a fishery protection vessel, and *Admiral Collingwood*, the West nautical school training vessel; free film shows about fishing in the Rose H. cinema; action displays by RAF search and rescue helicopter; HM Coastguard basket and net braiding demonstration.

Displays on Grimsby North Wall will include Royal Navy training ship *Anglian*, Regiment of the Coastguard, a ship of the Royal Marine and other

# 'ALL EUROPE WILL BE IN THE CLYDE'

MINISTER John Silkin's action in leaving the Clyde estuary out of Britain's unilateral herring fishing ban off Scotland's west coast has alarmed local MP John Corrie.

He sees dangers of fishermen coming from all parts—even foreigners—to the only area where the fish can legally be caught.

The matter became the focal point of a press conference called at Westminster by the European Parliament office in London to allow journalists to question Nils Kofsted, Danish Liberal chairman of the Parliament's agriculture committee, after his talks with representatives of British fishermen.

Mr. Corrie (Conservative, North Ayrshire and Bute) said that large parts of the estuary were outside the British three-mile limit.

"Leaving the Clyde estuary open and closing the rest of Scotland means that practically anyone could come into the Clyde estuary," said Mr. Corrie.

British fishermen's interest to policy there they cannot, he get agreement in the North says, get agreements with Sea. Without a Community third countries.

Another danger seen by Mr. Corrie and others is that the Clyde exemption could provide a loophole, giving fishermen the opportunity to claim that herring found on their boats had come from the Clyde, even if they had been caught illegally off the Scottish west coast.

Mr. Kofsted said that they must develop a technique to take the small pout and succeed for industrial fishing without taking the immature base stock for later human consumption.

Scientific evidence indicated that Norway pout and succeed feed off the plankton which also forms the feed for prawn fish.

He believes that it is in

# ... but herring still has a queen

HUNDREDS of people watched the crowning of the 1978 Eyemouth herring queen on Saturday. The event is one of the most colourful in the Border county's calendar.

The queen, schoolgirl Linda Chapman, was crowned by the retiring queen Christine Donaldson after sailing into Eyemouth harbour on board a fishing boat escorted by a flotilla of flag bodecked boats.

Then Linda, a pupil at Eyemouth High School, headed a procession through the town.

## Trophies

The herring queen Shield and Pennant went to Skipper Robert Veitch of *Valhalla*, and Skipper Jim Aitchison of *White Heather*, for the best catches of herring and white fish during the week, and the year, respectively.



# COMMENT

WHAT a change round! After years of hearing strictures from the Government on conservation this week we have seen (page one) fishermen lecturing the Ministry on the errors of its ways in contemplating opening-up the mackerel fishery on a quota-free basis.

Now that the industry is at rock bottom, with mackerel left as the only large resource available to keep a big section of the fleet in business, fishermen are trying to behave responsibly in shoring this out fairly.

It is understandable that representatives from Cornwall should want to shy away from all-out fishing within the TAC; they have a lot to lose if what is regarded as a local stock disappears. But to see a PO representing some of the big English bulk catchers also supporting the same line is a big step forward.

The real danger signs on mackerel went up recently when it was learned that the EEC was recommending a massive increase in the TAC to 440,000 tonnes. From the seeming acquiescence of the British Government to this proposal, we can only speculate that Mr Silkin did not really placate the Norwegians on his recent visit to their country, following the announcement of his conservation measure.

As the Norwegian Director of Fisheries, Knut Vardal, said in *Fishing News* last week, his country wants compensation in the form of more mackerel.

By letting the TAC rise, Mr Silkin no doubt thinks that there will be room to accommodate some extra fishing capacity by Norway. What the question really boils down to, is whether to put the mackerel at risk in an effort to keep the British fleet fishing off Norway.

# fishing news

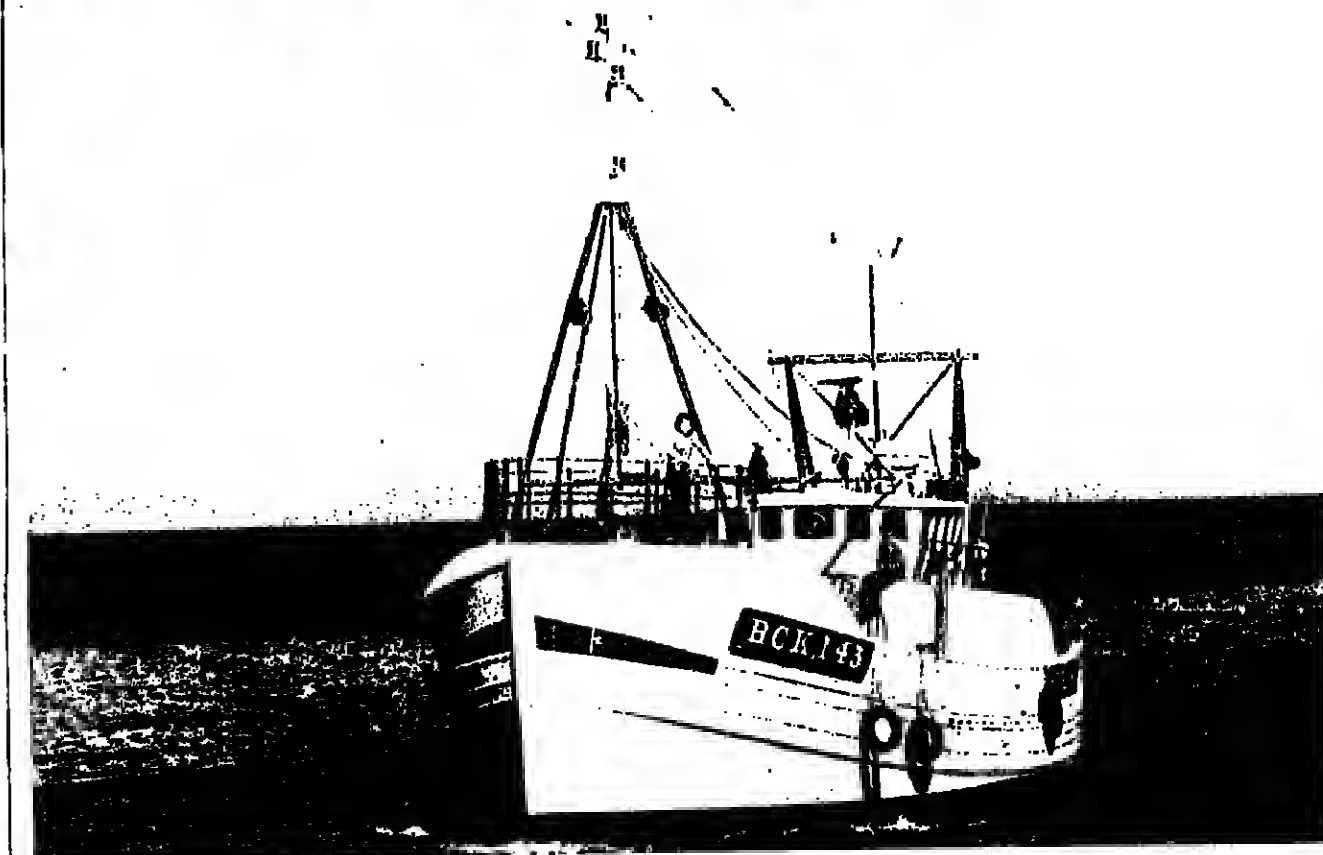
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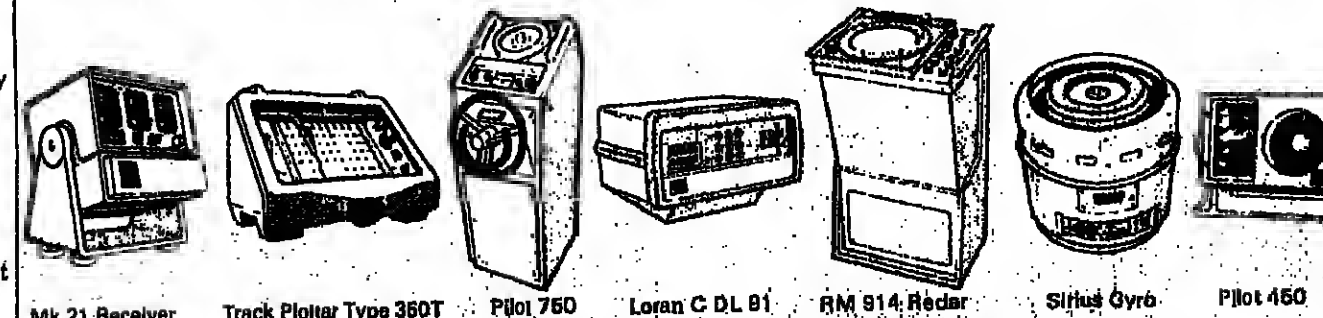


# 'AEOLUS' All the way with Decca

Aeolus, a new 74ft. seiner-trawler from the Macduff Boatbuilding and Engineering Co., has recently commenced operations out of Peterhead under the command of Skipper-owner George Findlay of Buckie.

In common with a growing number of Scottish fishing vessels, Aeolus has been equipped with a dual Decca Navigator Mk21 receiver installation to take advantage of the excellent inter-Chain position fixes that may be

obtained in areas of overlapping Decca coverage. A Decca 350T Track Plotter, interswitched with the receiver installation, automatically records tracks and tows and accurate steering is assured with the Decca 450 autopilot. Decca Radars type RM914A and 050 provide the vessel's electronic eyes and Simrad fishfinding, and Sailor and Audix communications equipment is also to be found on Aeolus—one of 12,500 fishing vessels that have chosen to go All the Way with Decca.



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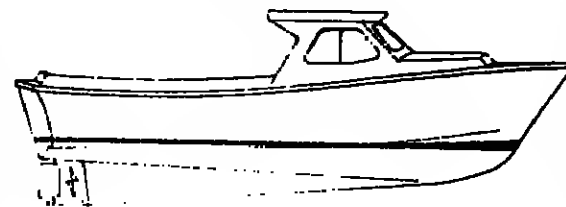
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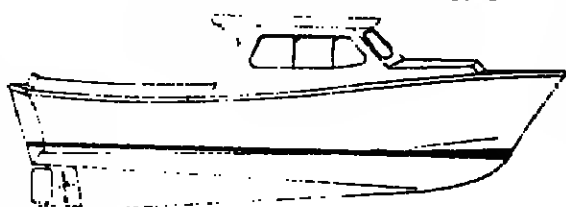
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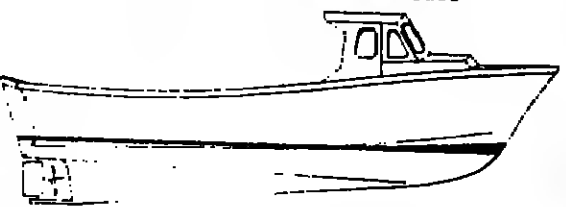
Standard Version



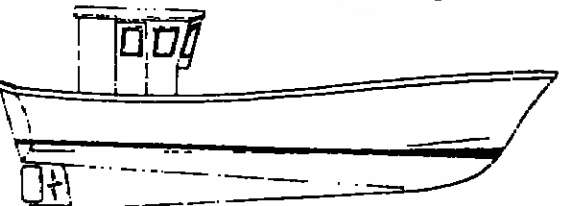
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Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



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SAGANET

DANTRAWL

## Granton has a health service

SIR, Whilst agreeing with most points raised by Professor A. Melr in his recent article (*Fishing News*, June 23), exception is taken to his sweeping and somewhat disturbing statement that "no or only rudimentary occupational health services exist" at the fishing ports which he names.

The East Scottish port of Granton provides an up-to-date medical service, financed by the only company operating from the port, and a little research would have disclosed that the eight points raised by the eminent professor are adequately covered, together with provision of preventive medicine in the form of anti-influenza inoculations.

The major fishing ports with their extensive facilities are not alone in providing the services of: Company medical officer; Company surgery; Training examinations on completion of illness ashore; Electrocardiograph facilities; Inoculations and "On the spot" advice and treatment.

It is considered that the health of our port's fishermen is of paramount importance to the general health and safety in this hazardous occupation.

J. LE POIDEVIN,  
G.E.M., A.I.T.O.,  
Safety & Training Officer,  
William Linton Ltd.,  
GRANTON,  
Scotland.

## LICENCE EVERY PELAGIC BOAT

SIR, With reference to your Comment "The Red Lifeline" (*Fishing News*, June 30), whilst not doubting the immediate cash benefit to those engaged in this fishing to the Reda, this producer organisation seriously doubts the long-term benefit the way it is now conducted.

If another winter's fishing is to proceed with no regard to stock conservation or the local inshore interests, then this apparent "lifeline" will become a noose that strangles not only the local fishery but the national stock as well.

With the approach of the 1978/9 winter mackerel season, this PO would urge on the Government that it takes responsible action and in-

## LETTERS

roduces a licence not only for mackerel but all pelagic fish. This should provide for reasonable quotas and, with all the signs of overfishing so apparent to local fishermen, an increase in limits for boats under 80ft. from three to six miles.

## Open North Sea to drifters

SIR, In *Fishing News*, July 7, Dr. Lyon Dean, chairman of the Herring Industry Board, called for some consideration being given to opening the North Sea for herring.

Eight or ten years ago, when it was clear to many people whose judgement was not

clouded by vested interests, that North Sea herring were in danger of complete annihilation — Dr. Lyon Dean was busy facilitating huge grants towards the building of purse seiners.

Not only was the Scottish boats late in the day, but they proceeded along with others to just about wipe out the stock

between the skins, the same as it does if chopped strand matt or woven roving are not bonded together properly.

CHRIS REAO,  
Regional Sales Manager,  
The Gelse Wood Co. Ltd.,  
Green Dragon House,  
64 High Street,  
Croydon, CR0 9XN.

## CORE CRITICISM IS NOT JUSTIFIED

SIR, I would like to reply to the letter published in *Fishing News*, May 18, by John E. Peters of Cygnus Workboats on core hulls.

The points I would like to make are:

1. We do not usually as prime importance try and reduce the cost of hulls by incorporating and grain balsa Contourkore. We approach our customers, together with our design engineers, and suggest structures to them which show increased stiffness and strength. In many cases the cost of Contourkore sandwich hulls is more than the customer's present method.

2. Mr. Peters goes on to say that the GRP sandwich structure is only strong as long as the three layers, as he says, are bonded together. Of course if met or woven roving is not used properly it is just the same as if the Contourkore is not the hoi ed aree. Of course if the Contourkore is not bonded properly the water will travel



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## Target date on plan for Shetland

SHEPHERD Islands Council may draw up a fishing plan (*Fishing News*, June 16) in time for a planned visit to Shetland in September or October by EEC Fisheries chief Finn Olav Gundelach. The plan is likely to favour local licensing of boats.

The council is also considering the appointment of a fisheries manager, to liaise between the fishermen and the processors.

## MILFORD HAVEN'S port record was smashed last week in a squid boom which resulted in excellent grossings for every vessel taking part.

The record catch was landed by Skipper Jim Manson. In a 12-day trip the vessel caught 203 kits, including 45 of squid, 26 of cod, 30 of whittings, 80 of roker, five of

turbot and brill, five of plaice and 10 of soles, which sold for £9,376.

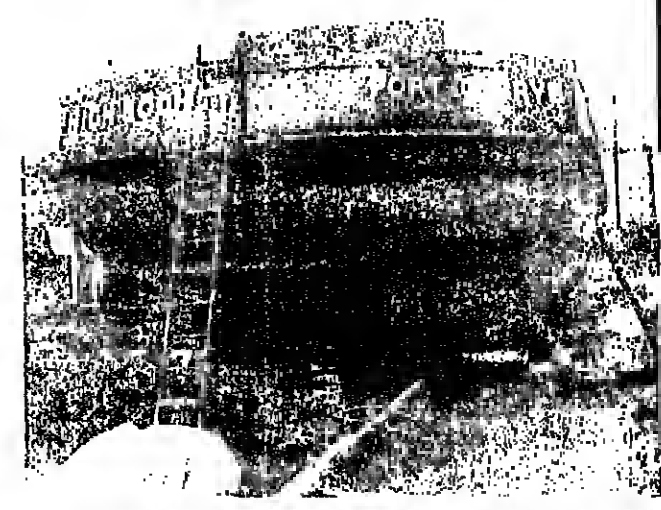
The standard for Milford kits is 12 stones, although some fish are sold in smaller tins. Squid, for example, is sold in six-stone tins and

prices rose to around £36. Two vessels landed at the start of the week. Bryher (Sk. George Tripp) had 185 kits which sold for £8,747. On the same day *Norrad Star* (Sk. John Rogers) returned after only six days at sea with 104 kits for an excellent £5,327.

Between them the vessels landed (in 12-stone kits) 20 of cod, 25 of whittings, 70 of roker, 80 of squid, 10 of turbot and brill, 20 of plaice and five of soles.

There was still more to come. *Pictou Sealion*, under Sk. Brinn Salter, cashed in on the squid to earn £9,020. Squid has now become what sales were to the local market as excellent prices are being paid for the variety.

## Trawler for Kent port-in cement



IF APPEARANCES are anything to go by the 42ft. Kent boat *High Society* (above) will give professionals a built-in cement hull for their money. She is now nearing completion and is the work of owner-builder Robert Holland. The boat has a ferro-cement hull and is engine with a Gardner 6LX8.

The design of the 42ft. x 16ft. 9in. x 6ft. 9in. draught Rye trawler was first produced in model form by Mr. Holland and the lines were then taken off the model. The basic reinforcing steelwork was carried out by the owner, who called in outside help only for the plastering. She has an excellent finish.

His reason for choosing ferro-cement was simply practicality: no other material would have enabled him to produce such a hull at low cost with so little specialised labour — and so quickly.

## ICE-BUMP TRAWLER IS SCRAP

BRITISH United Trawlers' Grimsby near/middle water trawler *Locarno* — the vessel once involved in a 'swap' deal — has been sold for scrap.

*Locarno* has been laid up at Grimsby for over three years since she struck an ice floe off Iceland whilst distant water fishing under licence in June 1975. Her stern gear was damaged.

Last week the outwardly rusting vessel was being stripped in preparation for her trip to undisclosed breakers.

She is the first motor trawler BUT has scrapped at Grimsby and there is speculation that the firm is about to start disposing of laid up tonnage at the port. Looking set to go are ships needing repairs like *Rose Kondor* and *Ross Renown*.

In addition to *Locarno*, the firm has ten distant water motor trawlers in the 160 to 220 ft. range laid up at Grimsby because there are no suitable grounds.

All the vessels are largely serviceable and it is common knowledge at Grimsby that BUT has hoped to sell them. *Locarno* was launched in

Grimsby by the now defunct builders, J. S. Doig (Grimsby) Ltd., in 1958 to the order of Lindsey Trawlers Ltd. She was one of a pair of near sister-ships for near/middle water fishing and was originally named *Longset* (GY 554).

In 1965 she was renamed *Locarno* and then, in 1967, she was transferred to Aberdeen in a 'swap' deal with Craig Stores (Aberdeen) Ltd. which brought *Tom Grant* south.

Whilst working from Aberdeen *Locarno* secured a licence to fish off Iceland and was then switched back to Grimsby in 1974 shortly after BUT had bought out Craig.

On her return to the Humber *Locarno* fished mostly middle water and had just reverted to her Icelandic licence when the accident happened.

Footnote: The other vessel built by Doig of Grimsby as sister to *Locarno* was *Lucerne*. This trawler is still operating from Grimsby.

## ICELAND OFF EXPORT LIST

FROZEN mackerel fillets sold in Iceland will not qualify for an export refund under new arrangements announced by the EEC Commission.

The following changes will be applied to the People's Republic of the Congo, Zaire, Gabon, Comoros, Angola, Jamaica, Trinidad, Barbados, Windward and Leeward Islands, Panama, Surinam and the Dominican Republic will be reduced from 15 UA/100 kgs to 13 UA/100 kgs.

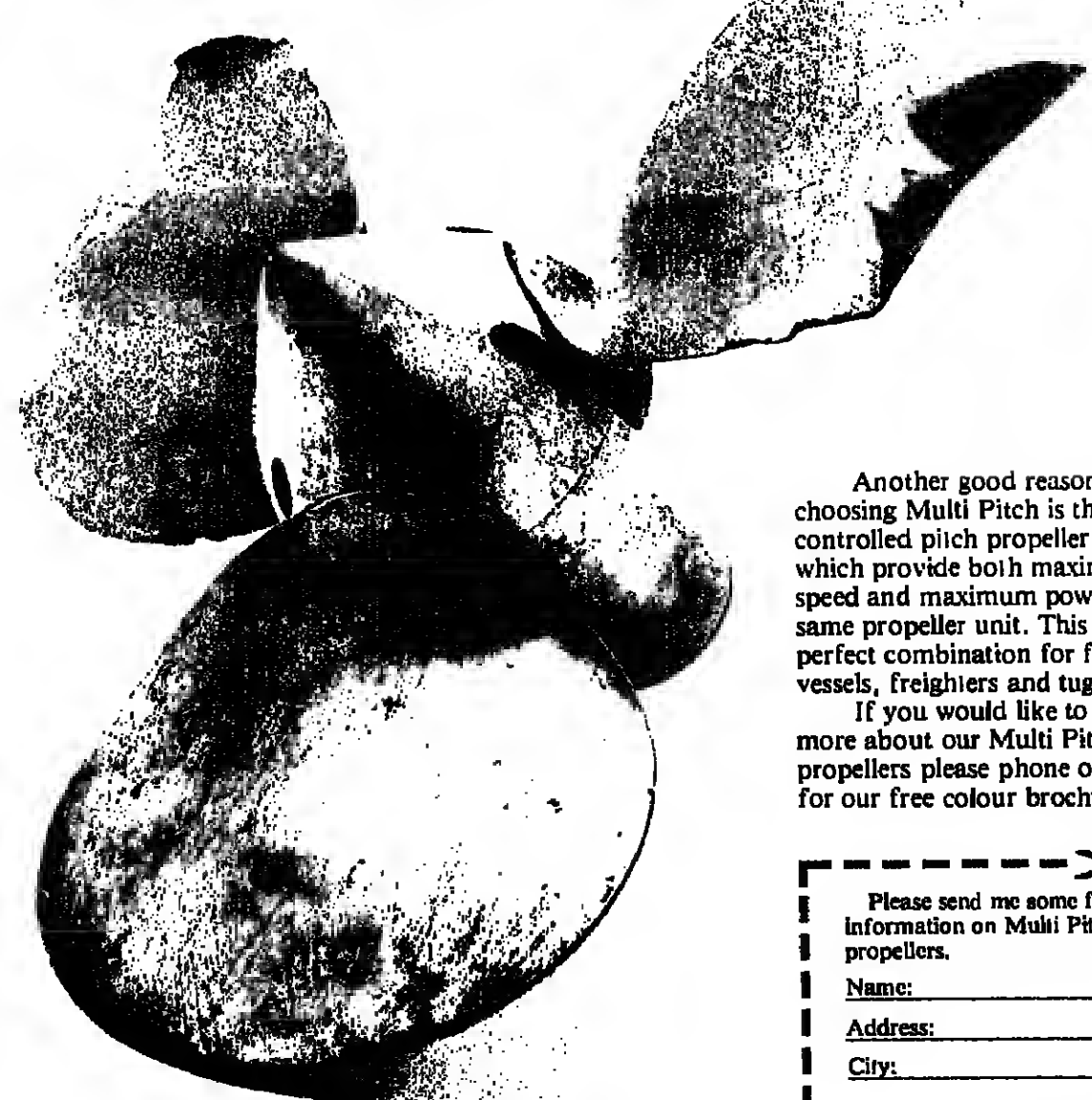
(c) no export refund will be payable on dried and salted cod (whole, headless or in pieces). Other rates of export refund and destinations will remain unchanged.

Information about the qualifying conditions for export refund payments, and the claims procedure, may be obtained from the Intervention Board for Agricultural Produce, Fountain House, 2 West Mole, Reading, Berks, RG1 7QW.

## Kort moves

KORT Propulsion Co. Ltd. moved to Ewing House, Kings Road, Brentwood, Essex, CM14 4EQ, on July 10. The new phone number is Brentwood (0277) 213817. The firm supplies propulsion nozzles.

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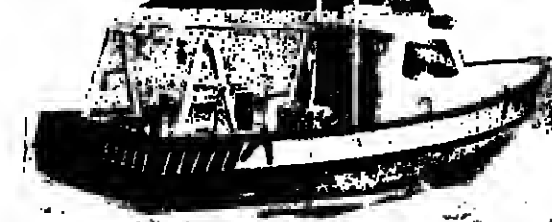
And since we always keep several thousand blades in stock we can supply the spare blades immediately. Repairing the propeller then takes no more than a few hours.



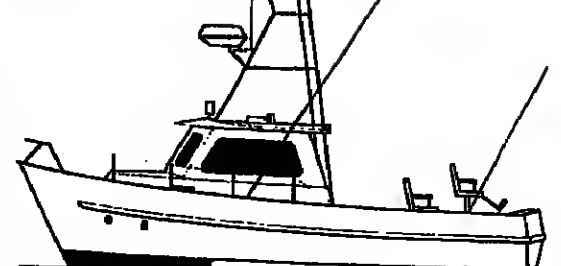
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# IRELAND SET TO HALT EEC TALKS

MORE STOP-GAP measures are the most likely outcome of the next EEC Fisheries Council in Brussels on July 24. The interim regime for Norway, Sweden, the Faroe Islands and Spain which expires at the end of this month are expected to be extended to the end of September.

But Irish Fisheries Minister, Brian Lenihan, may block this move unless the Council also agrees to release aid worth 56 million units of account (1 UA = .5 Dollars) for fisheries protection and 5 million UA for interim structural measures during 1978. Ireland would receive a large share of this aid.

The Irish who have no in-

terest in third country fishing are furious that the special aid promised for the Irish Fishing Industry in the Hague Declaration 20 months ago has so far been released. This is mainly due to the UK's insistence on treating the EEC's common fisheries policy as a global package and that none of its elements can be agreed separately.

Norway will feature prominently in the EEC ministers discussion. Firstly, there is the problem of allocating Community quotas in Norwegian water north of the 62nd parallel among EEC member states. Since the deal over this issue at the last Fisheries Council in Luxembourg, June 20-21, the Commission has produced

new proposals for the share out. These would give the UK 9,221 tons of cod out of an EEC quota of 13,643 tons and 993 tons of haddock out of an EEC quota of 1,432 tons.

Despite Mr Silkin's recent goodwill visit to Oslo the Norwegians are unhappy about the UK's unilateral conservation measures, especially those concerning the West of Scotland herring ban and the Norway pout ban.

The Norwegians are demanding compensation for these losses otherwise they may restrict EEC fishing in their waters.

Following a recalculation of the West of Scotland mackerel stock, Norway may be given a large share of the extra 7,500 tons available.

## It's all a matter of degrees

I RECENTLY heard that a new device for measuring the temperature of sea water had become available in this country and wasted no time in getting particulars of it.

But when I received them my interest flagged. It was a device for taking the temperature of surface water only and I did not think that it would be of much use to commercial fishermen here.

However, a few days ago I happened to read a report about the activities of a Fisheries Trust which had been catching and tagging sharks around the coast of Ireland in its research vessel *Finola*.

While doing so it had been discovered that water temperature is of vital importance when fishing for blue sharks, that although they are around when the temperature is less than 14 deg. C, they will not feed until it is above that temperature.

Further research may reveal that other species of sharks react in a similar way, and are more likely to be catchable when the water is above a certain temperature than otherwise.

If that is the case, a device which will constantly indicate the temperature of the water while a boat is underway could be of interest to the not inconsiderable number of readers of *Fishing News* who are concerned with shark fishing in one way or another.

It could conceivably be of interest to catchers of mackerel and other species to be found on or near the surface at times.

It is known that mackerel prefer temperatures of between 12 and 18 deg. C, and it is also known that fish are often to be found close to boundaries between areas of differing water temperature.

The device in question is known as the Dytek Sea Water Temperature Indicator Model 703900 C/F and was originally designed to enable commercial and game

## John Burgess' Log



been appointed to cover Sparborough to Spurn Point has, as yet, no headquarters there.

## Electric bait cutter

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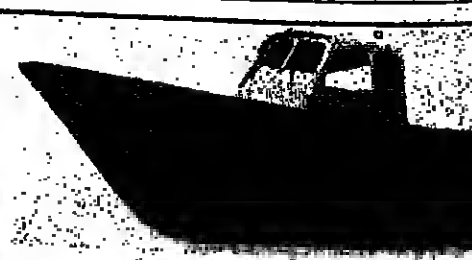
Point to Donna Nook — by F/O Green, 34 Samuel Avenue, Grimsby.

All these officers will be glad to give any help they can to readers and so will F/O Holmes who has recently



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## Look- out post shock

CORNWALL Sea Fisheries Committee has agreed to compile a list of times that coastguard look-out posts in the south-west are manned.

The move follows news given at last week's meeting that the coastguard look-out at Penderis Head, Falmouth, is now no longer manned 24 hours a day.

### View

It came as a surprise to members who heard it was only operational from 10 am until 10 pm although at the headquarters to the rear, a fully-manned op's room, was working 24-hours.

The latter, however, only had a small view of the approaches to Falmouth and, unlike the look-out post, could not see right round the bay.

Members agreed to list all the look-outs for fishermen — and to enquire why they had not been informed of the closures.

## ONLY ONE

THE Icelandic trawler *Gylfi* — the only way fish trawler discharging at Hull on Monday — grossed £27,532. She had 796 kits, of which 38 were haddock and 247 were flat-fish.

# Sewage pipe will 'ruin best potting area'

PRIME crab and lobster grounds off Redcar, on Teesside, will soon be swamped in sewage if plans to construct a huge outfall in the area are carried out.

Outraged fishermen claim their livelihoods now hang in balance and they are demanding a public inquiry. A formal objection has been lodged with the Northumbrian Water Authority.

The authority plans to site the outfall pipe for the Langbaurgh sewage scheme right in the middle of "Prime Pot", a valuable fishing area just off Redcar.

### Rich

Every day about two million gallons of partially-treated sewage would be pumped into this area, which is considered to be one of the richest fishing grounds off the north-east coast.

Local crab and lobster fishermen, led by Gary Mountain, secretary of Redcar Fishermen's Society, claim they have been "hoodwinked". Original plans, agreed by the North-Eastern Sea Fisheries Committee and MAFF, had the pipe ending at "High Soft" — an area hardly used for fishing and where there was little threat to marine life.

"We want a public enquiry into this matter. We will be bringing a formal objection to the authority and protesting to the Department of the Environment," said Mr. Mountain.

The main fear of local fishermen is that the toxic chemicals produced in the vast industrial complexes of nearby Teesside will find their way into the sewers and wipe out the Prime Pot fisheries.

Mr. Mountain said: "The effect of a discharge of toxic chemicals could be disastrous. They can say what they like, but who knows what comes out of those sewers. If the outfall is sited at Prime Pot, we won't fish there anymore."

The present proposed location is not in the position that fishermen and sea fisheries representatives were led to believe it would be.

Fishermen are now pressing the authority to site the new outfall at Warrenby, in West Bay, an area already polluted by industrial effluent. Here, any discharge would be carried far out to sea.

Northumbrian Water Authority press officer, Bob Conlon, said that the Prime Pot site is the only one which would solve the problem of sewage on the beaches.

"The sites at Warrenby and High Soft would not allow a long enough outfall pipe, so we would still have sewage washed up on the beach," he said.

The Ministry's shellfish laboratory at Burnham-on-Crouch, Essex, has been consulted, and experts have visited Redcar to hold meetings with fishermen. So far, the MAFF has not recommended changing the location of the pipe.

Redcar fishermen are also

# Stranger boats pile into Grimsby

HEAVY landings by Grimsby's small boat fleets were again the backbone of another busy session at the Humber port last week. The final tally again soared past 30,000 kits for the five markets.

Quayside prices were far more stable than at the end of June and at the start of this month.

Large North Sea cod made upwards of £50 per kit and codlings rose to £35 per kit with relative ease on most markets.

So, it was not really surprising that there was an enormous influx of foreign vessels — notably from Denmark and Belgium — because they cannot earn this sort of money on their own markets during the holiday period.

Nor were the visitors confined to foreigners. Several

vessels from ports further up the coast also made for Grimsby whilst the going was good.

Top pair team *Morgrethe* (Sk. Jens Bojen) and *Frances Bojen* (Sk. "Lamon" Richardson) came back with a bang after nearly six weeks out of fishing for modifications and refits. They made a combined £48,779 from 1,463 kits after 14 days.

This huge grossing from

some really fine quality large cod and codling was just over £1,500 short of the team's own port earnings record set in May 1977.

None of the port's trawlers came anywhere near these figures, the best effort coming from *But's* distant water ship *Northern Gift* (Sk. Ray Papper) which was on her final trip for the time being. Her £33,244 was made from 1,192 kits, mostly codstuffs and codley, after a long 23-day trip to the Barants Sea.

The only other distant water ship to land during the week, Boston Group's *Prince Philip* (Sk. Eddie Grant), forced avon worse. From 23 days on the Norway coast, she ended up well in the red with a modest £23,872 from only 907 kits, again largely codstuffs and codley.

*Prince Philip* has now been switched to home waters where returns from the local trawlers landing last week showed some improvement.

Pick of the bunch was *But's* *Ross Lynx* (Sk. Dave Cooper) on £22,390 from a 17-day North Sea/Westerly trip which turned out 910 kits, including £80 of haddock, 340 of cod and 260 of codley.

Best Westerly trip was *But's* *Ross Juno* (Sk. Johnny Waddingham) with a grossing of £22,308 from a mixed 746-kit turn out, while Consolidated Fisheries' *Chryslie* (Sk. Keith Heron) just missed out with £22,059 from a similar 15-day North Sea trip of 784 kits.

The top seven onshore-seiners all bettered £10,000 and largely outfished and outgrossed a handful of the port's middle water vessels.

Since the clampdown of Forre H. L. Taylor Ltd. has suffered a very lean period. The worst affected was *Okino* which made only £9,400 from 295 kits after 15 days in the North Sea.

The top seiner was the Consolidated - agent *Bahmoel* (Sk. Anton Bojen) which clocked up £11,827 from a 385-kit landing after 16 days.

## OBITUARY

### William Clark

THE FOUNDER of the fishing industry engineering specialist Clark & Co. (Grimsby) Ltd., William George Clark, has died.

Mr. Clark, who had not been in good health for some time, was 82.

A native of Grimsby, Mr. Clark started as an apprentice blacksmith in the engineering shop of Smethurst's White Star Fishing Co. well over sixty years ago. He spent all his working life, apart from wartime service, on Grimsby fish docks.

After serving with distinction in the army during the Great War, Mr. Clark founded the business in 1920, with two colleagues. It was an independent engineering firm specially geared to meet the needs of the fishing industry.

Up to his years he still spent a lot of time on the fish docks and was very active in running the firm. He held the positions of chairman and managing director to the last.

Mr. Clark was a widower and is survived by his only son.

## Scattered

THE ASHES of a Suffolk longshore fisherman, Walter Ruge, were scattered at sea off Lowestoft on Saturday. They were taken out to sea on the Caister volunteer lifeboat. The ashes, together with flower petals, were scattered about one mile offshore.

## POUT ANGER

A TELEGRAM has been sent by Shetland Labour Party to the minister for Agriculture and Fisheries, John Silkin, expressing "anger and concern" at the Government's decision to extend the fishery conservation pout box laterally and not longitudinally to the 62nd parallel.

This decision, says the party, must mean an accepted concentration of foreign vessels in a fishing zone some 50-miles off Shetland.

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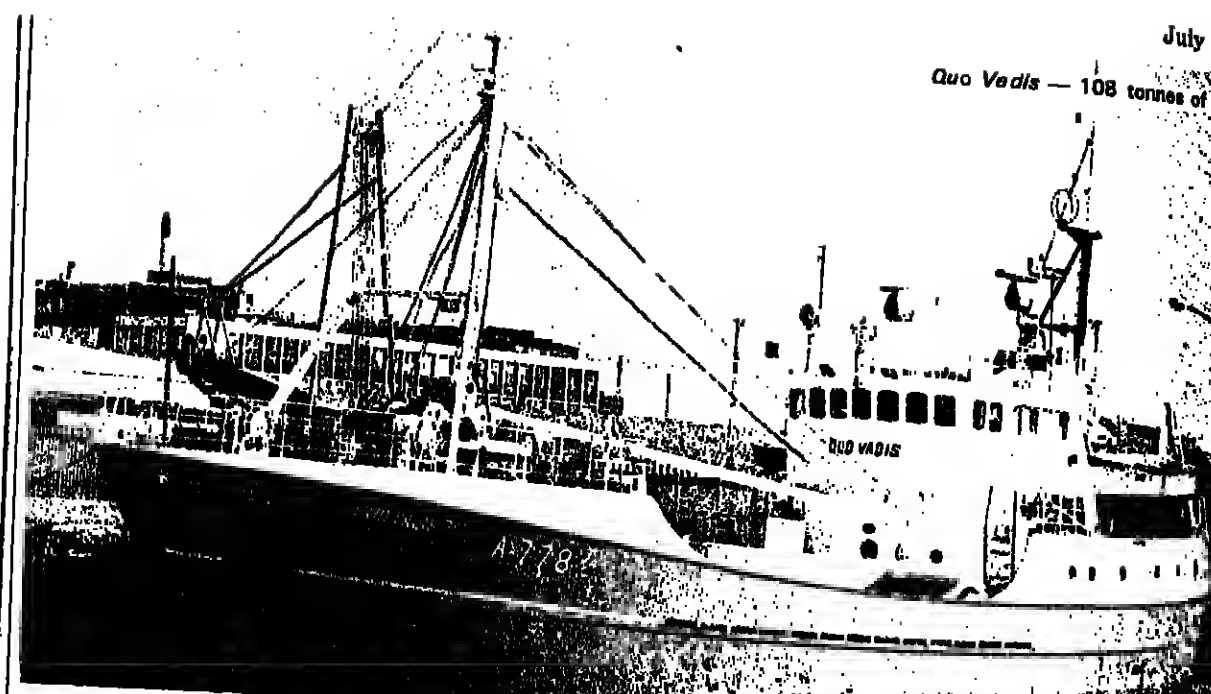
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## SCOTS SPRATTERS LAND AT HULL

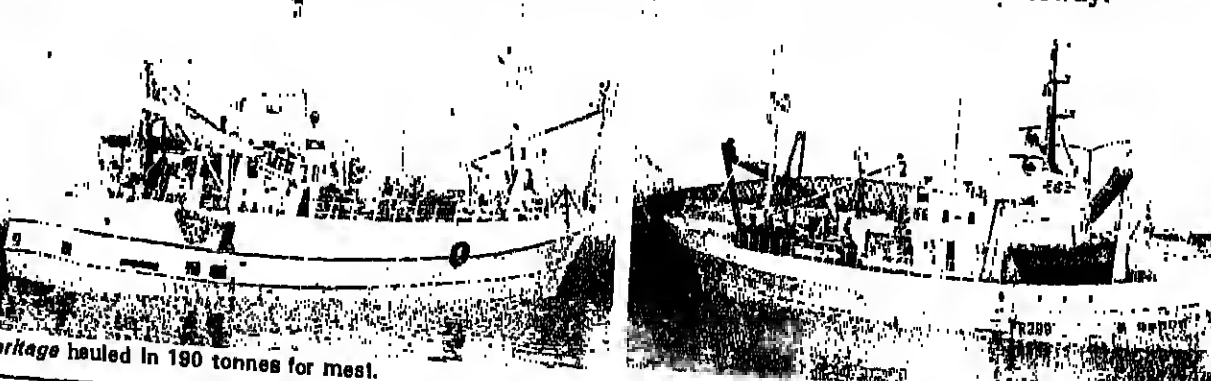
SCOTTISH BOATS have moved in early on the English north-east coast aprat fishing. Those vessels have put in 12 landings at Hull for the fish meal factory between July 3 and July 18.

The first of the Scottish spratters to discharge at Hull this month was Quo Vadis which, after a turn-out of 108 tonnes on July 3, was back again on July 8 with a further consignment.

Other Scottish landings at Hull this month were: Coronello 118 tonnes; Sedulous 118 tonnes; Vigilant 200 tonnes; Breneline 119 tonnes; Heritage 190 tonnes; Escholt 180 tonnes; Sette Marie 68 tonnes, and Chris Andra 230 tonnes.

most of the fish for a factory made them difficult to handle a process.

The peak time for Hull fish meal factory, expected to start in October when the industry fishing season really is underway.



Heritage hauled in 190 tonnes for meal. Sette Marie at Hull to land sprats.

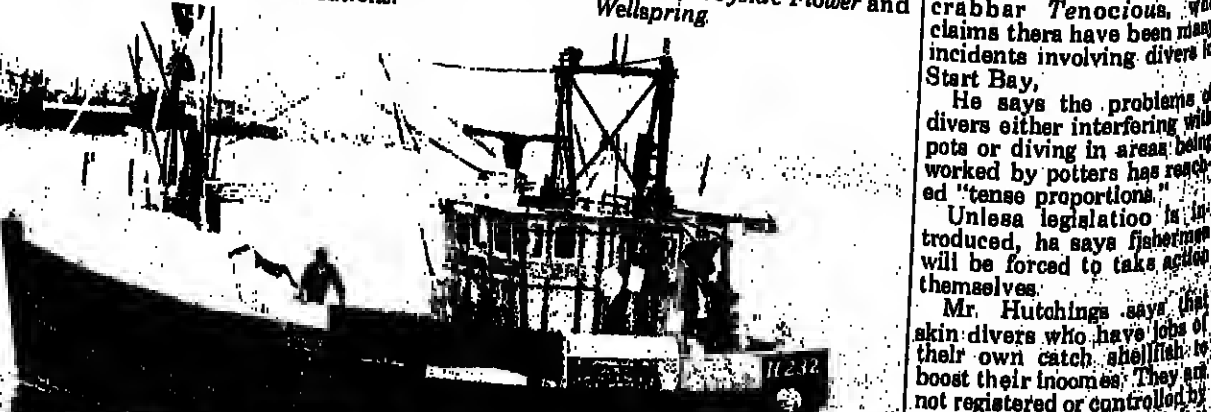
## Holiday 'frogs' hit the dogs

THE traditional July 14 Bastille Day national holiday in France had repercussions in Grimsby last week when dogfish prices slumped.

The week began well enough with the Bridlington liner Tradition (St. Dennis Jawitt) averaging over £25 per kit for just less than 100 kits of freshly caught dogs. But, by the time Tradition returned 24 hours later on July 12 with a much larger catch, the price had fallen by £10 per kit.

A spokesman for Sam Chapman & Sons, which manages many of the visiting summer dogfish liners, explained the price differential was mainly due to a temporary fall off in demand in northern France.

Skinner dogfish are exported there in quantity during the summer, but many of the normal outlets were closed for the July 14 celebrations.



Tradition - dogfish prices drop £10 between kits.

## Lorries carry part-timers' catches

A WARNING that fishermen might take too low into their own hands to stop interference by skin divers has been given in letters to Devon Sea Fisheries Committee and the MAFF.

The writer is John Hutchings of Kingsway, owner of the Dartmouth crabber Tenacious, who claims there have been many incidents involving divers in Start Bay.

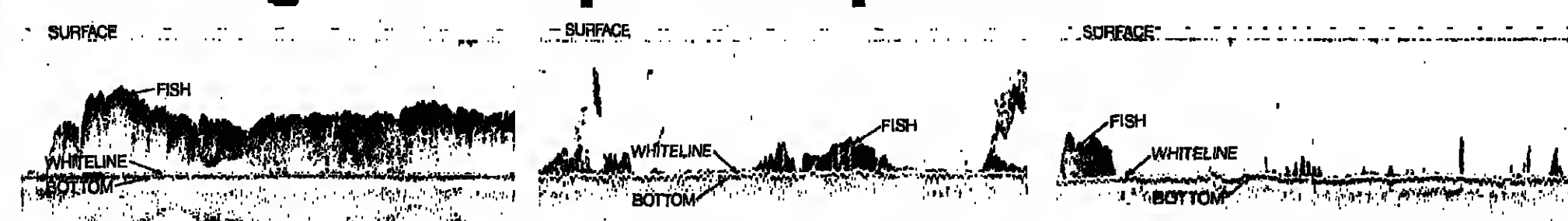
He says the problems of divers either interfering with pots or diving in areas being worked by potters has reached "tense proportions".

Unless legislation is introduced, he says fishermen will be forced to take action themselves.

Mr. Hutchings says that skin divers who have jobs of their own catch shellfish to boost their incomes. They are not registered or controlled by any regulations - yet they catch so much shellfish that they have to hire small boats to take them away.

# let's talk sounders

**Skipper Sam McCullough says, 'My new FUV-11 Echo Sounder is working beautifully! See for yourself...'**



Recordings of mackerel 'marks' from MFV Stephens' FUV-11 Echo Sounder operating at a frequency of 200kHz on the 0-50 fathoms range... and, below, Redifon's Furuno FUV-11 Multi-Stylus Echo Sounder that makes it all possible!

During the Christmas lay-up, Sam McCullough of Killeel, Northern Ireland, fitted Furuno's FUV-11 Multi-Stylus Echo Sounder to his vessel, MFV Stephens.

By January, while actively engaged in purse-seining for mackerel off the Devon and Cornish coasts, he had proved its worth! From the above recordings, you can see for yourself that his compliments to Furuno are more than justified.

The FUV-11 is a sophisticated, high performance fish finder, suitable for every type of fishing operation. Its multi-stylus recording system provides advanced reliability with the Echogram being obtained by more than 300 stationary stylus, aligned like a comb and electronically strobed. Unlike conventional echo sounders, there are no moving parts except the paper drive.

This multi-stylus system permits the recording of bottom-lock, range spread, and normal charting - all in one operation.

"The equipment is working beautifully," skipper Sam McCullough told us "...and I am completely happy with the results so far."

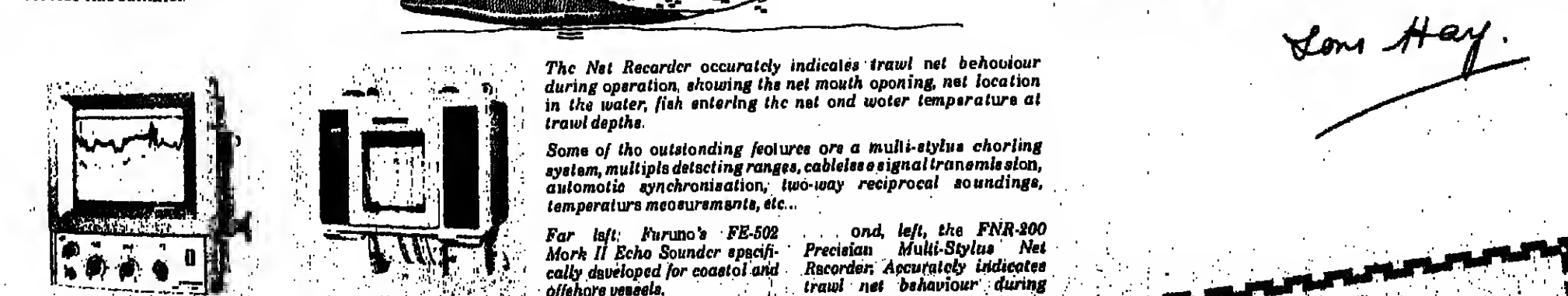
Sam's brother Bobby, skipper of the MFV Spemagnn, has also fitted an FUV-11, while another skipper more than satisfied with Furuno equipment is Mike Hosking who not only has an FUV-11 on MFV Dew-Gennan-NY, but has also purchased a second FNR-200 Net Recorder for installation on his other vessel, MFV Kilravock.

## McTay Marine order Furuno for their New Building 29

For New Building 29 currently under construction for Mr. T. Thomas & Partners of Newlyn, McTay Marine have also chosen Furuno Echo Sounding and Fish Finding equipment.

In addition to Furuno Redar and Sonar installations, the vessel is being fitted with a Furuno FNR-200 Cableless Net Recorder an FUV-11 Multi-Stylus Dual Frequency Echo Sounder with integrated fish loop, and an additional Furuno FE-502 Mark II Sounder.

The vessel, which will be used for both trawling and long-lining, is due to go into service this summer.



**REDIFON** Sole UK distributor for **FURUNO**

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Norway: Furuno Norge A/S, P.O. Box 821, N-8001 Alasund, Norway. Tel: (071) 24855. Telex: 42582 AHG N.

## So many skippers-and their gross earnings-can't be wrang about Furuno!

Fishing News reported earlier this year on Scotland's top seiner. The 80ft Argonaut IV netted a colossal gross earnings of £435,072 in her first full year's fishing.

Argonaut IV is fitted with Furuno's FUG-11 50/200kHz Echo Sounder in addition to FRS-48 and FR-160 Radar and skipper/owner Dave Smith is reported to be delighted with the performance of all the Furuno equipment.

One of the latest vessels to join the Peterhead Fleet from Campbelltown Shipyard is Challenger II. Skipper Andrew Strachan also reports good results from his Furuno equipment.

John Mitchell, skipper/owner of the Dewy Rose has already told us that this FUV-11 Echo Sounder and F-861 Net Recorder are "the greatest!"

With such compliments it will not come as a surprise to discover that the skippers of all the following vessels also rely on Furuno Echo Sounding and Fish Finding equipment:

Star of Bethlehem, Emma Thomson, Renown, Regent Bird, Devotion, Serenus, Dalay, Caledonia, Wothaven, Aehleve, Illuatrou, Evening Star, St. Andrew, Gramplan Hill, Gramplan Chieftain, Gramplan Warrior, Gramplan Glen, Gramplan Heather, Helene, Shielwood, Merlewood, Strathella, Ben Lora, Glen Clova... and that's a few of them in the U.K.

Perhaps Tom Hey, skipper/owner of Incentive PD349 sums up Furuno's reputation:

"I have obtained excellent results with my Furuno Sounder. Taking everything into consideration, its cost, its compact size and its remarkable performance, I cannot see that it can be improved upon!"

*Tom Hey*

**"LATE NEWS" SONAR 'FIRST' FOR REDIFON/FURUNO**

Furuno's revolutionary FSS 75B sonar chosen by Donal McAllinden for his prize seiner now building in Norway. This is first fitting of FSS 75B on UK registered vessel, but over 600 already used worldwide. Multibeam FSS 75B gives 100° search with range 0-100 metres up to 0-1400 fathoms off-curve display, takes most of work from fish finding. Mr. McAllinden also installing Furuno radar and FUV 11 Echo Sounder.



## CASTLEWOOD

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the Owners of the

**M.F.V. "CASTLEWOOD"**  
on their choice of a

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A NEW 75ft. seiner-trawler named **Castlewood** has started fishing from Peterhead under Skipper George Skene of Portnogie. She has been built by John Wood Group Shiprepairing Ltd. of Aberdeen.

Part of the John Wood Group (Aberdeen) Ltd., the firm occupies the former premises of the famous trawler builder John Lewis and Sons Ltd. A £2 million modernisation scheme has just been completed which has converted the yard into a modern ship repair and fabrication complex.

Limited facilities for new building have been retained, however, and **Castlewood** was built while reconstruction of the slipyard was in progress. She is one of two steel vessels being built at the yard for the Don Fishing Co. which is also a Wood Group subsidiary. Skipper Skene and his three brothers are shareholders in **Castlewood** which will be handled through the Peterhead office of the Don Co.

The vessel has been built as part of the Wood Group's extensive move into inshore fishing in recent years.

More than 40 inshore boats are handled by the group's various subsidiaries in Scottish ports and **Castlewood** is part of a four-boat building

programme which includes the 75ft. sister-ships **Shielwood** and **Merlewood** completed last year by Campbelltown Shipyard for the Aberdeen fleet.

Many main items of equipment aboard **Castlewood**, including Deutz propulsion engine, Northern Tool and Gear winch, Rapp power block, Fishing Hydraulics rope reels and Elec and Furuno echo sounders, are of

**Part of the  
Wood Groups'  
move inshore**

the same manufacture as those fitted to **Merlewood** and **Shielwood**.

Of round bilge form, **Castlewood** has a raked stem and transom stern and handled extremely well on her sea trials off Aberdeen.

Her lines are based on those of the seiner-trawlers **Hesperus**, **Veepor** and **Lorena** which were designed and built by Lewis three years ago for the Macduff fleet.

These three vessels, which are operated by another Wood Group subsidiary, are also powered by Deutz engines,

the success of which did much to prompt the choice of similar units for **Shielwood**, **Merlewood**, **Castlewood**, and the vessel now under construction in Aberdeen.

With an overall length of 75ft. 5 1/2 in. and registered length of 69.4ft., **Castlewood** has a beam of 20ft. 10 1/2 in. and moulded depth of 10ft. 6 in. She is of traditional Scottish layout both on deck and below.

Some 3,000 gallons of fuel oil are carried in wing tanks in the engine room, and a double bottom tank below the fishroom has capacity for 750 gallons of fresh water.

Supplied by Duncan Rogers (Engineering) Ltd. of Renfrew, Scottish agent for Deutz, the main engine is a model SBA 12M 716U vee form, 12-cylinder, four stroke, turbo-charged unit, which produces 460 hp at 1,500 rpm.

The engine has electric starting and turns a Brunton fixed pitch propeller through a Reintjes W4V 400 A gearbox of 5:1 reduction ratio. Two Gardner auxiliary engines are fitted, the port model 6LXB giving 127 bhp at 1,500 rpm.

On the starboard side is a Model 4 LX auxiliary engine unit which gives 62hp at 1,500 rpm.

Power for the Dowsy variable delivery hydraulic pump for the winch and for the belt-driven Vickers dou-

Turn to page 12

# ...sister on the way



A SISTER-SHIP to **Castlewood** is seen under construction (above) in the Aberdeen yard of John Wood Group Shiprepairing Ltd. She will be the last of a four-ship building programme for the Don Fishing Co. The first two boats — **Shielwood** and **Merlewood** — were built by the Campbelltown Shipyard

and are now in service with the Don Fishing Co. The smaller slip is now being used by for overhaul work and oil boats fitted to the larger slip.

*Castlewood seen fitted fitting out. The vessel net winch is from the Fishing Hydraulics and an FH echo sounder is housed on the starboard side of the wheelhouse.*

## Peterhead greets latest 75-footer



Fish-finding aids aboard **Castlewood** include Furuno echo-sounder and adscope plus Elec echo sounder and fishlugs.

## SHIELWOOD... MERLEWOOD and now CASTLEWOOD!

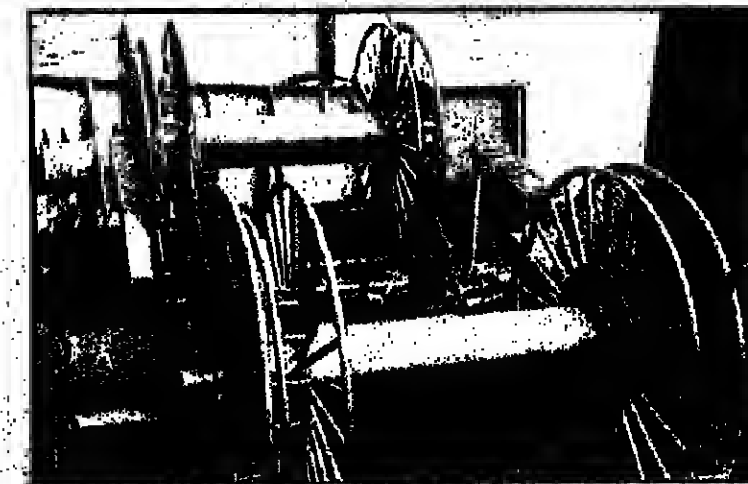
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# CASTLEWOOD

From page ten

ble pump unit for the remainder of the deck machinery, is provided from the fore end of this engine on top of the whaleback.

A Newton Derby 415 V three-phase 50 Hz a.c. alternator is powered by direct drive from the after end of the engine.

Another Newton Derby 415 V alternator is powered by direct drive off the after end and a clutch Vickers stand-by hydraulic pump for the deck machinery is driven off the free end of the alternator.

## Fans

Electrically driven equipment in the engine room includes two Gilbert Gilkes and Gordon kilge and general service pumps, Stuart Turner seawater and fresh water pressure sets, and Nordisk Ventilator ventilation fans.

The main switchboard is by McGeoch and Macphail Ltd. of Glasgow. On deck the Northern Tool and Gear Mastre Mk 11 scine and trawl winch is installed forward and is driven by a Dowmatic motor. The trawl drums have been temporarily removed while the vessel is saline net fishing.

Fishing Hydraulics of Ellon supplied the two drum system of rope reels, a Repp 24RA power block hung on a Hiab 650 crane, and the small cargo winch.

For standby use, a Beecles rope coiler is fitted well

forward below the whaleback. A hand operated anchor winchless from Gemmell and machinery, is provided from the fore end of this engine on top of the whaleback.

The stern rail leads were made by Black Isle Engineering and are designed for strength and safety.

Wheelhouse, deck shelter, landing derrick and hatch covers are of aluminium.

Chelmit floodlights and a London Electric searchlight are carried.

Insulated with glassfibre faced with timber, the fishroom is arranged for carrying fish in boxes and on shelves and is fitted out with aluminium stanchions and wooden division boards.

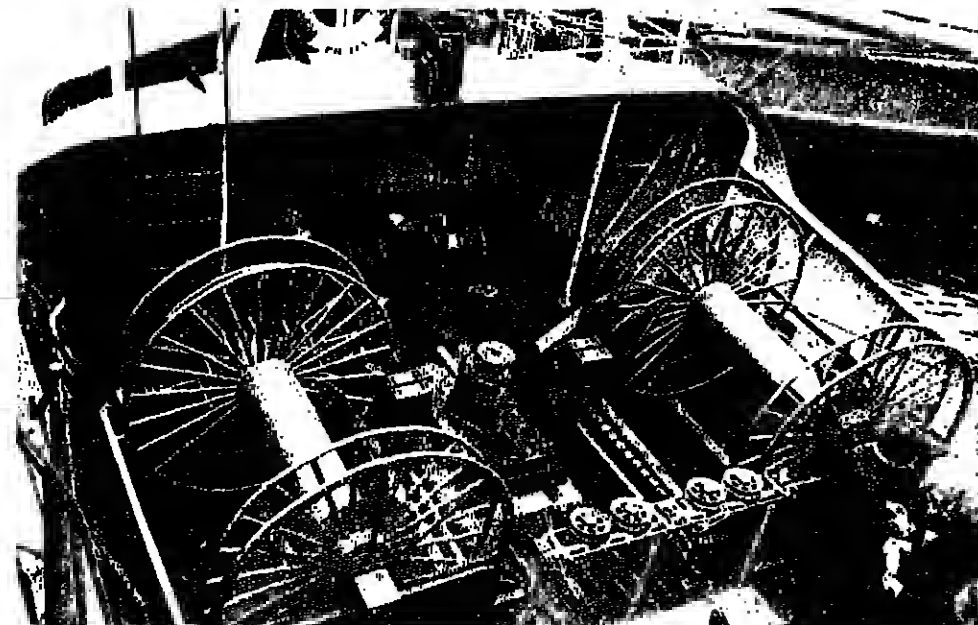
Electronic instruments in the wheelhouse were supplied by Decca, Redifon, and Woodsons of Aberdeen.

Decca fittings include two Mk 21 Navigators, 350T Trunk Plotter, 110 Rader, and 450 Automatic Pilot. The Furuno F850/A Echo-sounder, Adecope fishscope and FRS24 Radar are supplied by Redifon.

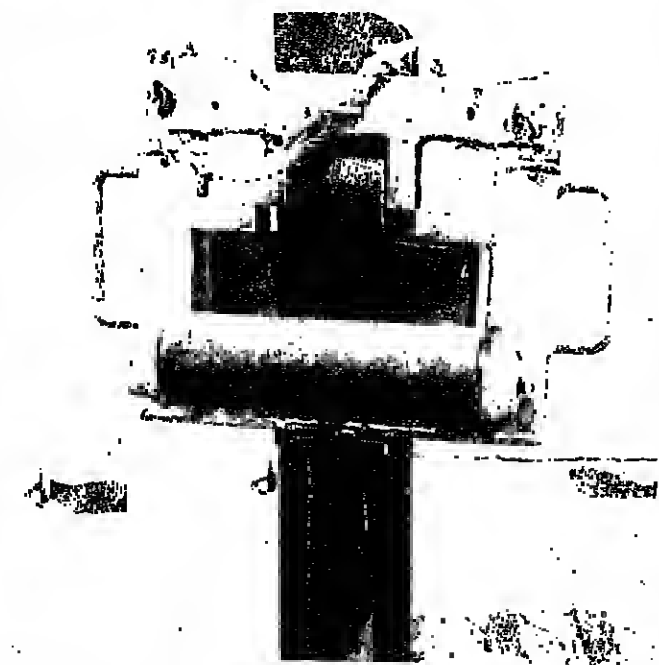
## Receiver

Units from Woodsons comprise: Elac LAZ72 Echograph with LAZ62 Fishlupe; "Sailor" T120 R105 radio telephone and R144B VHF Radio telephone; Mornad 23 watch receiver and Woodsons Talk-Back system.

Other equipment in the wheelhouse includes Morse engine and winch controls,



Above: Fishing Hydraulics supplied the two-drum system of rope reels. Below: Castlewood's stern rail rope lead is from Black Isle Engineering.



## Week with the fleet

DR. ERIC EDWARDS, Fisheries Ministry scientific officer, gave an illustrated lecture on shellfish to over 40 Guernsey fishermen last week.

Afterwards, the scientist faced an hour-long barrage of questions on shellfish biology, fishing gear and the management of shellfish stocks.

The lecture was arranged by the States of Guernsey Fisheries Committee. In his vote of thanks their president, Councillor A. F. S. Mackay, thanked Dr. Edwards for his interesting talk and for visiting the island to work with local fishermen.

During his eight-day stay in Guernsey, Dr. Edwards went to sea with five shellfish boats and examined catches from the island's fishing grounds.

Guernsey fishermen specialise in epider crabs and the annual catch, most of which is exported, is worth well over £250,000.

Other shellfish such as lobsters, "chance" crab, crawfish and scallops are landed around the island. Shellfish exports each year are valued at well over £1 million.

Fears have been expressed by Guernsey fishermen that local fishing grounds are being over-exploited.

Dr. Edwards is advising the local sea fisheries committee on a system to collect data on the various shellfisheries and an under-graduate student has been appointed to work with Guernsey fishermen during the summer.

## BIG BID BY YOUNG BUYER

THE YOUNGEST "buyer" on the market qualified for a new hat when he bought the first box from the malden catch of the now afloat Ocean Reveal II.

The first box of cod sold for £110 to 12-year-old Bob Buchanan for East Coast Traders. Bob helps his father, Philip Buchanan, and his uncle, Joseph Buchanan, who run the fish processing firm.

Skipper Kenneth Wood and his crew of the per Buckie-registered sealer Ocean Reveal II landed 300 boxes of white fish at Peterhead market.

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IN THIS final part of a paper written by Aberdeen trawler chief, IAN WOOD, he explains why the proposed quota share-out by the EEC falls far short of reflecting Britain's contribution to the fish stocks. A strong case is made for coastal state preference. Fish should not be treated differently from any of the other resources belonging to individual states.

BECAUSE OF the total failure of the Community to put forward anything like acceptable proposals covering the very basic points of contribution to the stocks and conservation, the UK industry has made little public comment on the actual quota proposed. This is firstly because it believes details can only be discussed after the basic principles have been agreed and, secondly, because the quota proposals submitted so far appear to be so grossly unfair in the UK that they are hardly worth commenting on.

The UK industry does not begin to accept a reference period as short as 1973-1976. Quota allocation on a historical basis has always referred to a long reference period — usually ten years.

## Restrict

The short reference period chosen by the Commission — 1973-1976 — represents a period when the UK was being substantially squeezed out of its distant water grounds — especially Iceland — and the UK, along with Norway and Russia, were operating a highly restrictive catch limitation scheme in the North East Arctic while other states were fishing on an unrestrained basis.

It also represents probably the worst period in NEAFC when afloat quotas were being conceded in a vain attempt to introduce some kind of order into chaos and maintain at least cosmetically some kind of unity within NEAFC.

The result was that the irresponsible gained at the expense of the responsible, an injustice which is perpetuated by the Commission's use of the 1976 NEAFC key chosen reference period shows the UK's historical proportion of the Community catch as only 22.7 per cent when, in fact, the much more valid and normally accepted reference period of 10 years from 1968 to 1976 shows the UK's historic proportion of the Community catch as 27.4 per cent.

In addition, of course, whereas two years ago the Commission were clearly saying that human consumption species caught as a by-catch of industrial fishing should be disqualified from historical catches in the calculation of quotas, no attempt has been made to incorporate this mechanism into the quota treatment. Thus, what was very clearly the misuse of industrial fishing nets, which I referred to in my comments on conservation (Part 1), has not only benefited certain nations with inflated catches at the time but, in fact, is additionally rewarding these nations now with inflated historical catches to produce higher quota allocations.

The Commission have now come up with four different sets of quota proposals with the latest being those produced in January 1978. From these the Commission came up with a total UK quota per cent of 1,039,700 tons for the year 1978 which represented 24.4 per cent of the total fish available to the Community.

This figure included no allocation of 100,000 tons of horse mackerel, a species which it did not allocate to any other member country (presumably in an attempt to cosmetically inflate the UK's figure). Thus, for valid comparison purposes, the UK's total is 939,700 tons (a drop of 10 per cent on its 1976 catch against the Commission's claim of no reduction) and this represents an allocation of 21.9 per cent of the overall catch available to the Community.

This compares with the UK's 1973/1976 reference period proportion of 22.7 per cent of the overall Community catch and much more relevantly compares with the UK's 27.4 per cent of the very much more valid 1966-1976 reference period. How on earth can the Commission claim these figures are fair? They are meant to have incorporated a preference for North Britain, a fair compensation for loss of long distance grounds, but, in fact, come up with a figure which actually gives the UK a reduction on its historic proportion of the Community catch.

More significantly, however, if we look at the demersal species which has been the main basis of the UK's catch over many years, the UK is asked to bear a reduction of 32 per cent on its historical demersal catch against the unfair 1973/1976 reference period, compared with only a reduction of 17.7 per cent for the rest of the Community. Stated alternatively, the UK is now only being allocated 31 per cent of the Community demersal catch against even the unfair reference period share of 34 per cent.

# TOWARDS A COMMON FISHERIES POLICY

## PART 2: Quotas

contribution to the resources, the recognition that human consumption fishing should have priority, the recognition that North Britain should have preference, the UK's massive losses in third country waters, and the major contraction already enforced on the UK industry (and I refer further to this later), this seems to be an extremely modest and realistic request. It would certainly only be acceptable to the UK industry if it incorporated a device to ensure an increasing percentage of the catch as the stocks recover.

One of the amazing features of the last two years negotiations has been the way that virtually all the movement to compromise in the discussion has come from the UK with virtually no movement from the other side. Yet, the Commission and some of the other member states have tried hard to give the impression that it is, in fact, the reverse.

I have already made reference to the UK Government's indication that they were apparently prepared to accept a quota of 45 per cent which represents only about 70 per cent of our contribution to the stocks, but by far the most significant (and to the UK industry completely unacceptable) departure from the UK's extremely justifiable starting position was their willingness to be prepared to discuss the concept of "dominant preference" instead of the exclusive zone.

We in the UK industry accept that the UK is a member of a community and

as such must participate in making every endeavour to achieve a compromise to what is a very difficult problem. Because of this, and because we believe our Government are fully seized of, and prepared to fight for, the justice of the UK's case and are also fully aware of the extremely distressing present plight of our industry, we have not openly expressed our feelings of extreme dissatisfaction with the concept of dominant preference. We appreciate that all avenues must be explored in an attempt to achieve a genuine compromise.

**The Community has underestimated the strength of feeling and sense of injustice felt by the UK**

It must, however, be made clear that dominant preference must mean what it indicates, i.e. a genuine and substantial preference on starting quotas, in the growth of the stocks and in access.

We are prepared to accept that there must be some sharing out of the fish stocks in our national economic zone to other Community members.

In particular, we accept the principle that other Community members should have preference over third countries in the exploitation of these stocks and we also

accept that some of the benefits deriving from the recovering of the stocks must be shared out with our partners. But, the basic concept of coastal state preference covering initial allocation of quotas, participation in the growth and preferential access for the coastal state, must be incorporated.

We cannot be persuaded that fish should be treated differently from any of the other resources belonging to the individual member states. Quite simply, natural resources belong to the member state not to the Community, and the UK's very substantial resource (which the Commission prefer to call the UK's contribution to the Community pool) must be genuinely recognised and not lost in the application of political semantics to try and achieve a cosmetic solution.

We are certain neither our Government nor the UK Parliament will allow this to happen and, therefore, in spite of our misgivings we will continue to give full support to our Government in their attempts to achieve a fair compromise solution.

So, faced with the mass of evidence and facts in support of the UK's position, what is the case of the Commission and the other Community members? Basically, it comes back to their only possible point of support — the wording of the Treaty of Accession.

I have already made the point that the whole premise on which the Treaty was based — a world fishing limit norm of 12 miles — has total-

ly changed. In addition, the Treaty of Rome clearly recognises that the Community must accept change to take account of the vital national interests of any of its members and must respond to particular needs of these members.

This mechanism has been used in the past by a number of member states (in some cases more than once) who on occasions have defied the apparent legal basis of the Community to safeguard one of their vital national interests and, in so doing, have not only set a precedent, but have clearly underlined the fact that the Community is, of course, a political framework and not a legal framework. The UK now sees the fishing problem in this light and as a test of the real credibility of the Community.

Over the past few years, the UK fishing industry has undergone an enforced painful contraction. In the fishing discussions with our colleagues in other member countries, we are always amazed at the indignity with which they proclaim that they cannot see their way to accepting certain proposals because it will mean cutbacks in their fleets.

## Suffered

They appear to totally fail to appreciate that the UK has already suffered a very substantial reduction in her fleet. It is interesting to look at the statistics on fleet sizes in comparison between 1973 and 1976. In that period of time the UK has undergone a significant net reduction in fleet size whereas Denmark has increased by more than 50 per cent, Holland by about 30 per cent and France also shows a net increase. Only West Germany shows any substantial reduction similar to that suffered by the UK.

Over the past four to five years something like 6,000 UK fishermen have found themselves out of work and, bearing in mind that each one

Continued on page 14

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## Billingsgate

BETTER late than never — the grilae have arrived. And late they were — almost a month.

It would be interesting to know what factors control their return? Migrations of salmon are said to depend on tidal drift, with the fish making no conscious effort to guide their own path.

If that is so, what variations in that drift bring grilae back a year early? Why are some selected for early parenthood and others not?

We do know that fish are very sensitive to water temperature and that competing species, such as harrings and pilchards, are kept apart by small variations in their preferences for particular water temperatures. Could it be that last winter's heavy snowfalls, plus this year's cold spring and miserable summer, have meant that the thawing of the snow on the mountains has been delayed; the cold melt water keeping down the temperature of the rivers for much longer than would be in a more temperate year.

Grilae waiting to run up the river have, no doubt, the ability to detect the river water both in its lack of salt and probably in its temperature, too. They may then have been reluctant to leave the comparative warmth of the sea to start their spawning run.

If this is the case, it should be possible to record the river water temperatures and compare them with the numbers of fish entering the river. From this data we might be able to predict the start of the grilae run from when a certain temperature had been reached. To be able to do this would be of great financial benefit to those engaged in the salmon trade — particularly if they could get the information secretly!

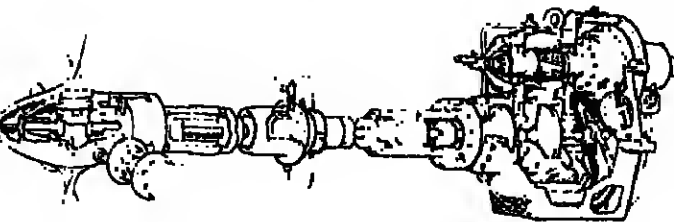
What a picture this conjures up. There is Johnnie Ringshaw of Grant and May Ltd. Trousers rolled up, boots slung round his neck, wading out into mid-stream at dead of night with thermometer in hand. No doubt, knowing Billingsgate, his progress would be carefully, if covertly, observed from upstream by Johnnie Nevnes, concealed in his own smoke screen of Gold Block. Down-stream there would be John Stone of Bannett's, whose stalking horse would be an old English sheepdog. Yes — it could make an excellent short story with them all getting apprehended for suspected poaching by Chief Inspector Wetkin!

To be more serious, the grilae are here; we are glad to see them; they look beautiful, they smell beautiful and they taste even better than that.

## A tidy sum! —

ULSTEIN (U.K.) LIMITED

Texway  
Hillend Industrial Estate  
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Tel: Dalgety (0383) 823188



It all adds up to

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GEARBOX/CP PROPS  
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U.K. MANUFACTURE







# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£33,244: Northern Gift, BUT (Sk. R. Pepper), 1,192k, WS, 22 days.  
£23,872: Prince Philip, Boston (Sk. E. Grant), 907k, WS, 23 days.

### Middle water

£22,375: Ross Lynx, BUT (Sk. D. Cooper), 910k, W, 15 days.  
£22,193: Ross Juno, BUT (Sk. J. Waddingham), 746k, W, 16 days.  
£22,059: Cortisla, Consol (Sk. K. Herron), 764k, W, 15 days.  
£21,922: Ross Cougar, BUT (Sk. J. Muyor), 748k, W, 15 days.  
£21,004: Ross Leopard, BUT (Sk. J. Brown), 689k, W, 17 days.

### North Sea

£11,124: Lemberg, Lindsey (Sk. E. Pexman), 264k, NS, 13 days.  
£11,102: Opono, Taylor (Sk. R. Penketh), 191k, NS, 14 days.  
£10,128: Lofoten, Lindsey (Sk. A. Hinton), 251k, NS, 13 days.  
£9,629: Lepanto, Lindsey (Sk. A. Crowe), 245k, NS, 12 days.  
£9,400: Oriano, Taylor (Sk. D. Vennay), 295k, NS, 15 days.

### HULL

£58,711: Ross Sirius, BUT (Sk. D. Paterman), 245k, WS, 24 days.  
£46,712: St. Giles, Hamling (Sk. D. Milner), 1,824k, WS, 22 days.  
£35,195: Ross Altair, BUT (Sk. A. Stari), 1,323k, WS, 24 days.  
£32,621: St. Dominic, Hamling (Sk. D. Platten), 1,020k, WS, 22 days.  
£25,089: Somerset Mougham, Newington (Sk. E. Wooldridge), 1,506k, WS, 23 days.

### FLEETWOOD

Home water  
£22,292: Irvana, Marr (Sk. F. Wilson), 690k, 15 days.

£20,517: Govina, Marr (Sk. C. Scott), 1,088k, 15 days.  
£19,786: Boston Beverley, Boston (Sk. H. McMillan), 837k, 16 days.  
£19,209: Boston Blenheim, Boston (Sk. R. Rawcliffe), 909k, 16 days.  
£8,051: Admiral Houke, Hewitt (Sk. P. Weirman), 326k, 15 days.  
£7,331: Andrew Wilson, Hazael (Sk. J. Banks), 232k, 15 days.  
£5,874: Ronondo, Ward (Sk. K. Beavers), 284k, 14 days.  
£2,668: Craigmillar, Ward (Sk. D. Bailey), 90k, 14 days.

### Pair teams

£35,971: Jocinta, (Sk. W. Taylor), 1,105k, and £31,468: Flyden, (Sk. V. Buschini), 1,006k, both Marr, 16 days.  
£26,648: Norina, (Sk. V. Dingle), 760k, and £14,887: Idena, (Sk. W. Reader), 430k, both Marr, 16 days.

### LEITH

£11,973: Arctic Attacker, Liston (Sk. R. McPherson), 458 cwt, WC, 12 days.  
£10,730: Arctic Crusader, Liston (Sk. R. Throft), 436 cwt, WC, 13 days.  
£9,453: Arctic Brigand, Liston (Sk. A. Wood), 454 cwt, NS, 13 days.

### LOWESTOFT

£16,000: Boston Sea Sprite, Boston (Sk. M. Raven), 462k, NS, 12 days.  
£14,145: Boston Sea Fury, Boston (Sk. V. Crisp), 384k, NS, 12 days.  
£13,908: Barnby Queen, Talisman

(Sk. C. Craig), 420k, NS, 12 days.  
£13,765: St. Georges, East Coast (Sk. J. Gallagher), 408k, NS, 12 days.  
£13,201: Suffolk Chieftain, Hobson (Sk. E. Brighty), 401k, NS, 12 days.  
£13,033: Hotherleigh, Putford (Sk. B. Turner), 363k, NS, 12 days.

### NORTH SHIELDS

£11,311: Ben Strome, Irvin (Sk. E. Longhorn), 34,763kg, NS, 12 days.  
£10,583: Ben Chourr, Irvin (Sk. T. F. Jamieson), 26,047kg, NS, 13 days.

### Under 80 ft.

£19,471: Christine Nielsen, Irvin (Sk. C. Ellis), 32,781kg, NS, 6 days.  
£7,351: Lindsforme, Irvin (Sk. J. Bailey), 12,902kg, NS, 3 days.  
£7,297: Congener, Irvin (Sk. A. Morra), 13,370kg, NS, 3 days.  
£6,498: Bishop Burton, Newington (Sk. T. Fairly), 11,789kg, NS, 4 days.

£5,107: Sunbeam, Caley (Sk. P. Fairburn), 13,812kg, NS, 6 days.

### MILFORD HAVEN

£9,367: Roseveor, Norrard (Sk. J. Mansson), 203k, 12 days.  
£9,020: Picton Sealion, Norrard (Sk. T. Salter), 181k, 13 days.  
£8,747: Bryher, Norrard (Sk. G. Tripp), 186k, 13 days.  
£5,327: Norrard Star, Norrard (Sk. J. Rogers), 104k, 6 days.  
£3,383: Arthur Horvey, (Sk. J. Donovan), 73k, 6 days.

KEY: B1 Bear Island; SS Parents Sea; DW distant water; F Ferre Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NFL Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westadale; WC West Coast; WS White Sea; Sk Skipper; k kg; c cwt; kg kilo.

£17/55 (£52.46); plaice, £33/£40 (£40); redfish, £28.50/£29.25 (£29.89); rockfish, £14.50/£27.25 (£29.67).

ISLE OF MAN  
Prices: herring, 259 units landed at £45/£50.80; per unit.

DUBLIN  
Supply of 287 salmon and 1,077 boxes of fish. Demand was good and main varieties were plaice, mackerel, ray. Prices: salmon, £1.61/£1.90; gillie, £1.30/£1.00; lobsters, £1.50/£2.30; trout, 60p/70p; prawns, 30p/60p; tails, 60p/85p; black sole, £1.30/£1.40; slugs, 45p/50p; brill, 17p/25p; turbot, 17p/21; plaice, 7p/40p; white sole, 7p/8p; dabs, 6p/6p; white pollack, 16p/18p; cod, 30p/35p; codling, 18p/20p; haddock, 16p/17p; whiting, 16p/11p; per lb.; round whiting, 14p/16p; ray, 16p/13; mackerel, 14p/15p; per box.

GRIMSBY  
Good supply of 7,225 kits from 23 boats met a fair demand. Prices: cod, £3.60/£4.60; codlings, £2.20/£3; large haddock, £3.40/£4.50; medium, £3.50/£4; small, £2.80/£3.20; large plaice, £5.20/£5.60; medium, £4.20/£5.60; best small, £3.60/£4.30; skinned dogfish, large, £7.50/£8.50; medium, £6.50; small, £5.50/£6.50; rockfish, £1.40/£2.60; lemon sole, £2.50; trade, £1.20/£1.50; per stone.

NEWLYN  
Prices: large mackerel, £1.50; large medium, £1.20; small medium, £1; small, 75p; medium whiting, £3; small, 1.50; gurnard, £2.50; large pollack, £3; medium, £2.50; large plaice, £2.70; small, £1.20; large plaice, £4.50; medium, £3.80; small, £2.50; large lemon sole, £5; medium, £4.20; small, £3.20; large Dover sole, £24; medium, £18; small, £11; squid, £9.50; large monkfish, £13.50; medium, £8; small, £5.50; large ray, £5.50; large medium, £3.60; small, £1.80; cod, £3.60; haddock, £3.80; ling, £2.30; large conger eel, £1.80; medium, £1.30; small, 70p; large hake, £5; medium, £6.50; small, £3.20; large brill, £11.80; medium, £7.50; large John Dory, £13.40; medium, £9.50; small, £6; per stone; bass, £1.40; per lb.

### TUESDAY, JULY 18

ISLE OF MAN  
Prices: herring 720 units landed at £40/£57.20; per unit.

### LOCHINVER

340 boxes from six boats. Prices: cod, £3.10/£3.70; haddock, £2.30/£4.48; round haddock, £2.40; whiting, £1.42/£2.80; round whiting, £1.22/£1.34; plaice, £1.40/£3.70; large brill, £2.20/£4; lemon sole, £2.60/£4.50; witchas, £1.80; turbot, £18; monkfish, £4.50; skete, £2.40/£3.60; salthie, £1.10/£1.70; lyche, £2.70; ling, £2.30; dogfish, £1.40; hake, £3.20/£10; large prawn tails, £35.20/£36; small, £18.05; per stone.

### LOSSIMOUTH

120 boxes from five boats. Prices: haddock, £2.40/£4; codling, £1.24; whiting, £1.30/£1.50; plaice, £2.50/£5.80; sole, £3.50/£6; per stone.

### MACDUFF

510 boxes from seven boats. Prices: lemon sole, £1.90/£4.80; dabs, 30p/£1.20; monkfish, £4.20; plaice, £2.35/£5; per stone; medium haddock, £2.40/£24; small, £12.60/£15; round whiting, £5.7/£40; round colay, £4.80; per box.

### FLEETWOOD

Prices: cod, £32/£39; codling, £49/£51; small, £22/£26; hake, £50/£65; colay, £22; monkfish, £45; roker, £32/£40; patches, £12/£26; pollack, £26; per 10 st. kit.

### MILFORD HAVEN

292 kits from three boats. Prices: large cod, £48; large plaice, £42; medium, £33.50/£39.50; small, £13/£14; turbot, £132; whiting, £12.80/£14; Dover sole, £17; slugs, £106; tongue, £80; brill, £38/£57; squid, £35.50; large ray, £38/£57; medium, £26.50/£29.50; small, £23/£24.50; per 6 at. kit.

### BUCKIE

92 boxes from four boats. Prices: cod, £3.20; codling, £3; large haddock, £4; medium, £3.60; small, £3.20; small round whiting, £1.60; large lemon sole, £3; small, £1.50; large prawn tails, £24; small, £15; ling, £1.50; skate, £1; catfish, £2; per stone.

### PORT MARKETS

FRIDAY, JULY 14  
RYE (SUSSEX)  
16 boats landing. Prices: plaice, £24; whiting, £2; dabs, £2; flounders, £1; per stone. Large Dover sole, £1.40; medium, £1.10; small, 60p; turbot, £1; lemon sole, 45p; brill, 50p; per lb.

### MONDAY, JULY 17

HULL  
798 kits from one Icelandic trawler. Price ranges per 10-stone kit, heads on: cod, £29/£41.25 (average £37.07); codling, £28.08/£34.26 (£30.64); haddock, £37/£47 (£42.06); halibut, £10/£12; per stone.

## Farmers get EEC storm grants

ALL THE EEC money for compensation to those who suffered in last winter's storms had been allocated to local authorities and the farmers' self-help fund.

Applications for aid to the Government from several fishing groups, including the Fisheries Organisation Society, have been rejected.

Edward Bishop, Minister of State, Agriculture and Fisheries, in a written reply to Christopher Brocklebank-Fowler, Tory MP for North-West Norfolk, said that the MAFF has received compensation requests for fishermen affected by the east coast floods from Eastern Sea Fisheries Joint Committee, FOS, Norfolk County Council and the Deane and Walmer Fishermen's Association.

Mr. Bishop said that Mr. Silkin, his minister, had considered carefully whether it would be possible to make assistance available to the fishing industry, but had regretfully concluded that it was not practicable.

"The Government has decided that we must adhere to the policy of successive Governments not to provide compensation for losses due to natural hazards from the Exchequer, and the only funds therefore that we have at our disposal are from the small but welcome contribution from Community sources."

That money had been allocated to local authorities and the farmers' self-help fund because of the large number who had suffered and the impossibility of helping all.

Mr. Bishop suggests that, in the circumstances, local authorities were "the most appropriate source of assistance" to fishermen.

After speaking to Skipper Jimmy Brown of BUT's trawler, *Ross Leopard*, specially taken off fishing and immaculately painted up for the visit - the Prince ignored the inspection gangway and walked straight past the 130-footer.

Skipper Tom Spall of *Shoumees* was more fortunate. A lengthy discussion about the deck layout was followed by a brief inspection of the wheelhouse.

Prince Charles also spoke with Skipper Leo Højberg of the anchor seiner *Monndi*, but did not go aboard, before showing a keen interest in a

The vessel, which has been named *St. Leger*, is the first of a three-ship order placed this year for steel North Sea fishing vessels and will be based on Grimsby with the handling subsidiary A. B. Richardson & Co. Ltd.

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Skipper Jackie Zeabroek (ex-Jarvis) will take command of the Baudouin-engined vessel which is expected to arrive at Grimsby in September.

The Paul yard was purchased in December 1977 by J. R. Rix and Sons Ltd.

BRINKHAM  
Prices: large plaice, £4.40; medium, £4.40; small, £3.20; turbot, £16; whiting, 60p; £2.20; lemon sole, £7; Dover sole, £1.50; brill, £3.50; ray wings, £1.20; small, 50p; squid, £3.50/£7; monkfish, £7.20; dabs, 80p/£2.80; mackerel, 50p/65p; per stone.

LOWESTOFT  
£146 kits from six boats. Prices: large cod, £24/£40; whiting, £10/£16; large plaice, £38/£42; medium, £37/£41; small, £31/£40; codling, £20/£25; large haddock, £28/£38; small, £15/£32; large turbot, £155/£195; small, £80/£100; lemon sole, £15/£55; brill, £45/£80; dabs, £18/£30; monkfish, £50; large roker, £38/£40; small, £32/£36; catfish, £22/£24; per 10st. kit.

NORTH SHIELDS  
Prices: large cod, £21.50/£24.75; medium, £23/£24.75; small, £21.8/£22.7; small, £13/£17.50; large haddock, £21/£26; medium, £19/£22.50; small, £13/£13.50; large dogfish, £7/£9; small, £1/£1.50; select whiting, £10/£12; small, £5; lemon sole, £34/£38; medium, £29/£30; small, £16/£22; large plaice, £23/£26; medium, £20.75/£26; small, £18/£25; per 40 kilo unit.

ABERDEEN  
263 tonnes from 15 boats from North Sea and Feroa. Prices: cod, £24/£25; large codling, £27.50/£36; medium, £25/£32.50; small, £14/£26; ling, £14/£16; tusk, £11; salthie, £6.20/£11; large haddock, £27.40/£39.50; medium, £25/£36.50; small, £11.20/£26; whiting, £8/£22.80; hake, £47/£59; lemon sole, £23/£26; plaice, £20/£33; per cent halibut, £3.50/£15; per stone salmon, £1.60/£1.95; gillie, £1.25/£1.60; trout, £1.48/£1.81; per lb.

ABROATH  
17 boats landing. Prices: medium haddock, £22/£24; select £24/£27; small, £22/£24; large codling, £23/£24; medium, £20/£22; small, £12/£18; large whiting, £10/£14; small, £8.30/£8.50; per box: lemon sole, £4; dabs, £2.50/£3; per stone.

PETERHEAD  
2648 boxes from 23 boats. Prices: cod/rodding, £22/£44; gutted, £22/£42; large plaice, £25/£50; medium, £20/£42.50; small, £17/£42.50; sole, £2.30/£2.50; hake, £3.80/£5.30; plaice, £2.50/£4.40; per stone: large haddock, £22/£32.50; medium, £20/£28; small, £13/£22.50; mackerel, £4; per box.

WICK  
550 boxes from 10 boats. Price: cod, £16.20/£16.60; haddock, £17/£26; whiting, £5.20/£11; skate, £28.50; per 6 st. box.

WEDNESDAY, JULY 19  
(Morning Sale)  
ISLE OF MAN  
Prices: herring, 450 units landed at £55.60/£61.40; per unit.

GRIMSBY TRAWLER LAUNCH  
A 60-ft steel side fishing-trawler was launched yesterday (July 20) at the Paul yard on North Humeralde of John R. Heworth & Co. (Hull) Ltd. for Hull trawler owners Thomas Hamling & Co. Ltd.

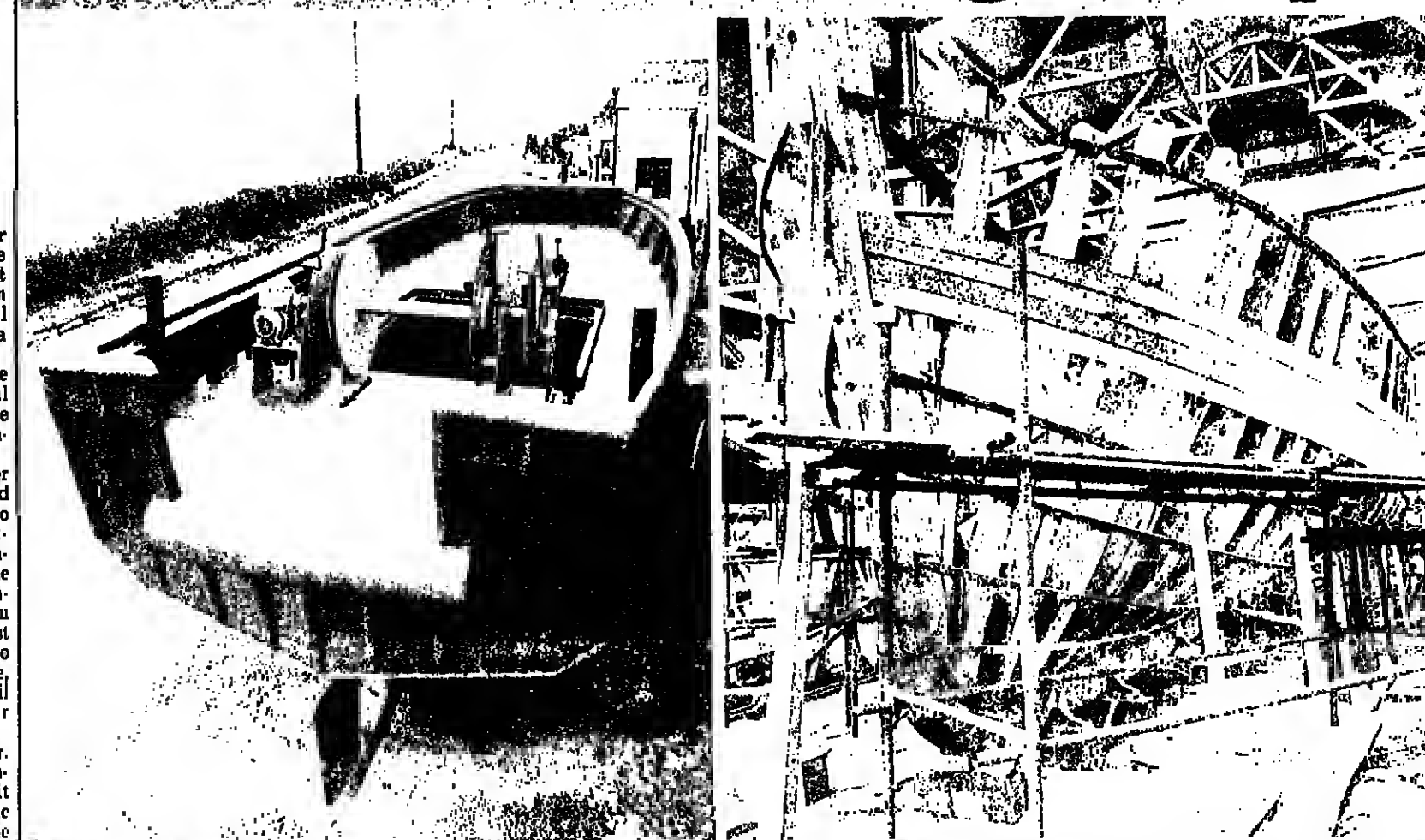
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The Paul yard was purchased in December 1977 by J. R. Rix and Sons Ltd.

## Two boats taking shape



WORK is progressing on two new boats for Devon and Dorset skippers. The steel-hulled craft (left) is the latest Brunel 35 standard boat, while the wooden boat is being built at the Hinks yard.

The 58ft. wooden boat is for Skipper Reg Matthews, formerly of the steel boat *Girl Rene* which sank and was raised from 180 ft. She has been sold

to take part in a White Fish Authority overseas project. His new wooden boat has been designed by Napier and delivery is expected around September or October. The boat has a length of 50 ft., beam, 18.5 ft., and depth, 7.75 ft.

Skipper Matthews said one reason he switched from steel to wood is noise. His old boat "banged like a drum." The double-framed boat will be powered by a Baudouin diesel of 295 hp mounted amidships, with the fuel tanks each side. The boat is planned with the accommodation for six and the hold and stern forward.

## Prince bids for cod

From page two  
Owners' Association. After the Mayor, Mrs. Marjorie Elliott, introduced the royal visitor to other leaders of industry in Grimsby and he was shown three Grimsby fishing vessels.

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## Boats sink

From page one  
their life raft and were picked up by *Renown* and taken to Aberdeen.

Said Skipper Thomsen: "It was quite dark, but we had our lights on. I just don't know what happened. We were lying at anchor." There was no wind at the time and a very slight swell.



